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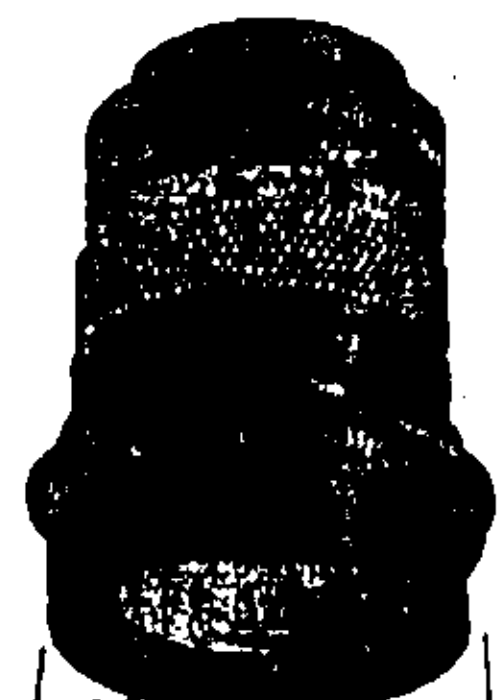
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**CHIANG KAI-SHEK TO
 STRIKE FIRST BLOW**
CAMPAIGN AGAINST REDS
**AWED BY STRENGTH OF GOVERNMENT
 BATTALIONS.**
PRESIDENT LEAVES NANKING

What is believed to be the first blow against the rebellious South will be delivered shortly, according to well-informed circles, and Kwangtung is said to be guarding its borders at all strategic points in preparation for an early attack.

Reuter reports from Nanking that President Chiang Kai-shek has made arrangements to leave for Kiukiang by gunboat to-day, and from there proceed immediately by rail to Nanchang, which will be his headquarters during the campaign against the Reds.

It is believed that Chiang Kai-shek's real objective is to invade the Province of Kwangtung, whilst General Chen Ming-shu, a staunch supporter of Nanking, is reported to have been given sole command of this expedition, which will be conducted by the 19th Military Route divisions.

NERVOUSNESS IN CANTON

Canton, Last Night. The situation in the South is becoming critical and the city is showing signs of nervousness. It is believed that there will be a clash between the Northern and Southern forces before long.

That the 19th Military Route comprising the so-called two



Marshal Chiang Kai-shek.

"crack" divisions of Kwangtung under General Chang Kwang-nai and General Tsoi Ting-kai is taking orders from Nanking and marching southward with Canton as its ultimate objective appears to be certain, notwithstanding all propaganda to the contrary. That General Chen Ming-shu, a staunch supporter of Nanking is back directing these two famous divisions has been confirmed.

General Chen Ming-shu in a circular telegram dispatched from Kanchow, in southern Kiangsi, stated that he was suppressing bandits and brigands, denying stoutly the general allegation that his return to his army was in connection with Chiang Kai-shek's expedition south to crush the Canton cause.

Situation Critical.

Mr. Wang Ching-wei, leader of the left faction of the Kuomin-



Mr. Wang Ching-wei.

tang and a member of the National Council in Canton, in a telegram to General Chen Ming-shu, urged him to side with the Canton cause. If the object of General Chen Ming-shu is really to suppress banditry and Com-

munist in Kiangsi, as he said it was, according to Mr. Wang Ching-wei, then Canton is heartily in favour of it, for the National Government in Canton is equally against the Communists. But if the former Governor of Kwangtung's object is to invade the Province, the military authorities here will leave no stone unturned in resisting him.

The situation in Canton is becoming critical and it is believed that there will be a clash between Northern and Southern troops before the end of the week.

Reds Overawed.

Nanking, Yesterday. President Chiang Kai-shek is proposing to leave for Kiukiang by gunboat on Sunday and from Kiukiang he will proceed immediately by railway to Nanchang, which will be his headquarters during the campaign against the Reds in Kiangsi.

Latest reports declare that the Reds are awed by the strength of the Government forces concentrating in Kiangsi and are falling back to Fukien.—Reuter.

Attack Feared.

Fearing an attack from the enemy, the northern suburb of Canton is being heavily fortified. Trenches stretching from Lung Ngan Tung to Sun Kai through the White Cloud Mountains, a distance of approximately 40 miles, are being dug.

These trenches, dotted with parapets, are nearly six feet deep and several feet wide. Close to the trenches lay a long stretch of barbed wire entanglements and bamboo branches, evidently to prevent the enemy from marching into Canton from this direction.

Similar defences are being erected in Lean Dog Ridge in the northern-eastern part of Canton. Chang Shing, Fakio, Wai Yang, Kwantun, Fahsien, and along the Canton-Hankow Railway from Canton to Ngan Chan Au station.

All the barbed wire, axes, picks and ordinary wire in the city have been bought up for military purposes. The Military Headquarters took no less than 5,000 rolls of barbed wire to the places above mentioned during the last two days. But even this is far from being enough, and Military Headquarters have placed orders for more from foreign firms.

Move Against Chiang.

Peking, Yesterday. Marshals Yen Hsi-shan and Feng Yu-hsiang have accepted high military posts offered by the National Government in Canton and their troops are already on the move against Chiang.

Holding a meeting at Taiyuan, the Shansi Generals reached the decision of placing themselves under the order of Marshal Yen in the anti-Chiang campaign. The Shansi Chairman Shang Chen-who is now in Peking has been telegraphically summoned back to Taiyuan so that a circular telegram denouncing Chiang Kai-shek under the signatures of all the Shansi Gen-

SECRET OF SUCCESS.

Man Who Began Career at 50 Years of Age.

ROBERT DOLLAR.

Romantic Story of Fight Against Difficulties.

A little over 30 years ago on the Pacific Coast, a new figure came into the shipping business, a man whose total previous training had been in lumber camps, a man who had toiled from his eleventh year to past the half-century mark in all capacities from cook's chore boy to owner of extensive lumber interests. Need of transportation facilities from his forests to market forced Captain Robert Dollar into the shipping industry and the purchase of the steam schooner Newsboy signalled his introduction.

The Newsboy.

The Newsboy, though small, was sturdy. Her dimensions were: length 129 feet, beam 29 feet, depth 9 feet and speed 7 to 8 knots in good weather. She was the acme of the Dollar fleet. To-day the company's leading representatives on the sea are the President Hoover, in service on August, 1931, and the President Coolidge in service on October, 1931, the two largest merchant liners ever turned out in American yards. The President Hoover and President Coolidge have a length of 653 feet, beam 81 feet, depth of 69 feet and sea speed of 21 knots. Electrically driven and operated, palatial in the extreme, with all features required for the comfort of travellers such as would be found in a modern metropolitan hotel, these vessels have been hailed by experts as the first word in ship construction.

Uphill Fight.

With accommodation for more than 1,200 passengers and a crew of 300 and more the President Hoover and President Coolidge are a far cry from the Newsboy which carried 11 men and no passengers. Yet the road from the Newsboy to to-day was not an easy one, nor rapid, but slow, uphill fight through phases of sailing ships and freighters, eras of depression and periods of all but hopelessness. However, the progress was successfully hewn by Captain Dollar and his sons, with three everpresent allies of the Dollar organisation, Work, Work, and Work.

It is not amiss to give a sketch of Captain Robert Dollar who, in spite of his 87 years, still is actively engaged in shipping as Chairman of the Board, of the Dollar Steamship Lines, of which his sons, R. Stanley and J. Harold, are president and vice-president, respectively. Each day sees Captain Dollar at his desk in the Dollar Building, San Francisco, and not one of the great fleet sails away from the home port before the Captain has inspected her from the engine room to the bridge.

(Continued on Page 14.)

erals may be released with the least possible delay. Should Chairman Shang Chen insist on delaying the issue of the anti-Chiang telegram, the Shansi Generals would elect General Hau Yung-chang as Commander-in-Chief of the Shansi forces to replace General Shang. As Taiyuan is fraught with anti-Chiang feeling, the Nanking agents have taken flight.

Secret Departure.

Marshal Yen Hsi-shan is reported to have secretly left Dairen for Shenyang where an important military conference for the overthrow of Chiang Kai-shek is being summoned by General Chang Tso-hsiang.

Since last week, no one has seen Marshal Yen Hsi-shan in Dairen. The Marshal is said to have proceeded to Shenyang at the summons of General Chang Tso-hsiang, who has rushed thousands of troops into China Proper.

With a view to warding off the attack of northern generals Chiang Kai-shek had delegated several of his satellites with huge sums of money to buy the friendship of Generals Shih Yu-nan, Sun Tien-ying, Liu Chen-hua, Chang Tso-hsiang and Ma (Continued on Page 14.)

AID FROM U.S.A.

To Help Economic Crisis in Europe.

WAR DEBTS.

Reduction Suggested by President Hoover.

Washington, Yesterday. There are increasing indications that the United States of America is prepared to help the economic troubles of Europe and important developments are believed to be impending. Those in close touch with the situation believe that President Hoover is prepared to assure European nations that the United States will consider a moratorium of War debts if Germany is granted a similar moratorium for reparations. The suggested alternative is a loan to Germany. The newspapers approve of Mr. Hoover's statement. The New York Times states that Congress is unlikely to con-



President Hoover.

sent to any reduction of War debts or even a postponement of payments for a year or two, as these payments are now used to meet current expenses, and, failing them, a new loan would have to be issued from which both parties would shrink on the eve of a presidential election. But the United States cannot maintain an attitude of rigid aloofness.—Reuter's American Service.

Restraint Needed.

Rugby, Yesterday. Much interest is taken here in the announcement issued in Washington by President Hoover stating that since his return from the Middle West on the previous day he had conferred with various leaders of both political parties, "with respect to certain steps we might take to assist in economic recovery both here and abroad."

He added that the conversations had been particularly directed towards strengthening the situation in Germany and that while no definite plans or conclusions had yet been arrived at, the response he met with from the leaders of both parties was most gratifying.

While British newspapers recognise the advisability of restraint and caution in the conclusions drawn from this announcement, they regard it as of interest and importance as the first step taken by America towards the consideration of a policy which might in certain circumstances involve a re-examination of her attitude towards the Allied debts and Reparations. The announcement is coupled by the papers with the conversations which Mr. Mellon, Secretary to the United States Treasury, has had in London during the last few days with the Prime Minister and the Foreign Secretary and Mr. Norman, the Governor of the Bank of England. It is generally assumed that, these

GLIDING FEAT.

First Glider 'Plane to Cross Channel.

PERFECT LANDING.

Wonderful Achievement by Canadian Airman-Opera-Singer.

London, Yesterday. The Canadian airman and opera singer Lissant Beardmore established a new air record to-day, making a cross Channel flight in an engineless glider fitted with a special detachable undercarriage towed into the air by a light plane at Lympe Aerodrome, Kent. The plane and glider rose to 12,000 feet and the glider, on being released, made a 60 mile an hour swoop across the Channel and landed perfectly at St. Inglevert aerodrome, near Calais.—Reuter.

A Londoner?

Rugby, Yesterday. The English Channel was crossed for the first time in a glider yesterday by a London engineer named Lissant Beardmore. With a wire hawser and a telephone cable attaching him to his aeroplane he was towed into the air from Lympe Aerodrome and at 14,000 feet Beardmore released the hawser, headed for the sea, and made a smooth crossing, landing in France at St. Inglevert Aerodrome, three miles inland.—British Wireless Service.

Early Gliding Tests.

Some of the earliest gliding tests were made in the latter half of the last century by several experimenters, including Otto Lilienthal, Percy Pilcher and Octave Chanute, who cultivated gliding flight by means of aeroplanes capable of sustaining a man.

They depended mainly on the utilisation of natural air currents, trusting for stability and balance to the movements of their own bodies, or in portions of the machine which they could control. They throw themselves from natural or artificial elevations, or, facing the wind, they ran or were dragged forwards against it until they got under way and their wind caught hold of their aeroplanes. To Lilienthal in Germany belongs the double credit of demonstrating the superiority of arched over flat surfaces, and of reducing gliding flights to regular practice.

Over 2,000 Flights.

He made over 2,000 glides safely, using gravity as his motive power, with concave, bat-like wings. It was with a machine of this type that he was upset by a sudden gust of wind and killed in 1896.

Pilcher in England improved somewhat on Lilienthal's apparatus, but used the same general method of restoring the balance, when endangered, by shifting the weight of the operator's body. He, too, made several hundred glides in safety, but finally was thrown over by a gust of wind and killed in 1899.

Chanute in America confined his endeavours to the production of automatic stability, and made the surfaces movable instead of the man. He made over 1,000 glides without accident.

The Wright Brothers.

Similar experiments were meanwhile conducted by Wilbur Wright and Orville Wright of Dayton, Ohio, in whose hands the glider developed into a successful flying machine. Their machines to begin with were mere gliders, the operator lying upon them in a horizontal position, but in 1903 a petrol motor was added, and a flight lasting 59 seconds was performed.

To-day gliding is performed according to a totally different principle, one of the greatest modern exponents of the art being Herr Kronfeld, who recently conducted highly successful experiments in Britain.

conversations consisted of an informative and frank exchange of views on the present economic and financial factors underlying the Central European crisis and that Mr. Mellon has kept Washington fully informed regarding the developments in the situation and the conclusions he has drawn therefrom.

(Continued on Page 14.)

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- Loves of Carmen PROSPER MERIMEE
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- Patsy DE VERE STACPOOLE
- The Broadway Melody JACK LAIT
- The Deductions of Col. Gore LYNN CROCK
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- My Man ARLINE DE HAAS
- Captain of the Guards CLAUDE HOUGHTON
- Ben Hur LEW WALLACE
- La Boheme HENRI MURGER
- 13th Hour SYDNEY HORLER
- Prince of Adventure HENRY SAVAGE
- The Melody of Death EDGAR WALLACE
- Angle Esquire EDGAR WALLACE
- The Deemster HALL CAINE
- Elegant Edward EDGAR WALLACE
- The Tessa COUNTESS BARCYNKA
- Four Square Jane EDGAR WALLACE
- Kinfolk ANNIE S. SWAN
- The Ghost of Down Hill EDGAR WALLACE
- The Black EDGAR WALLACE
- The Reporter EDGAR WALLACE
- The Big Four EDGAR WALLACE
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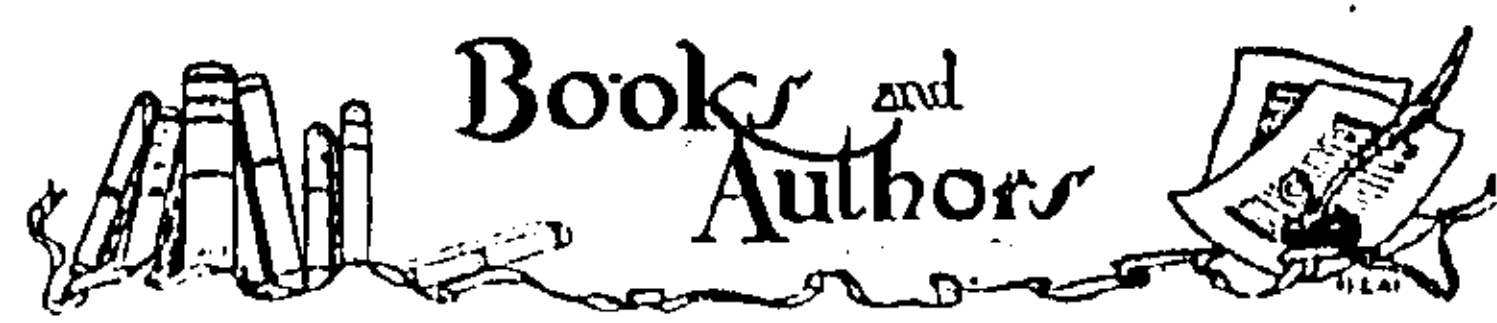
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"HERALD" REVIEWS

MANCHURIA TO-DAY.

A volume of 100 pages, amply illustrated in gravure, "Manchuria To-day" is one of the best books which might have been better done. Other than as a guide book to the railway systems of Northern China it has very little value either to the student of economic affairs or to the ordinary reader.

The author appears to have small sense of values, and rambles on from a description of rolling stock to bathing facilities at Dairen. Occasionally figures of exports and imports are given, and there is an interesting chapter on the industrial development of Manchuria by Japan.

The author believes that the country, unhampered by wars and famine, has a great future as the source of an important section of the world's raw material. In this connection he says: "If the freedom from war which Manchuria has enjoyed, with but few serious interruptions for over twenty years, continue, it is certain that this region, which was until recent years considered by the inhabitants of China Proper as a wild and barbarous country, will become to them on a magnificent scale a demonstration of what may be done in the rest of China, an example which it will be well to follow."

The volume is printed in heavy black type, which makes it irritating to read, and Mr. Kinney has an awkward style which does not add to the enjoyment of his book. The pictures alone justify its place on the bookshelf, in addition to an excellent map, whilst after a perusal one has a fairly comprehensive if confused conception of industrial progress in Manchuria.

"Reparation Reviewed," by Sir Andrew McFadyen; Ernest Benn, Ltd., 8/6.]

No one is more competent to review the Reparations Question

than the former Secretary of the Reparations Commission and Commissioner of Control Revenues in Berlin under the Dawes Plan. The book is a masterpiece of exposition and at the same time authoritative. It is free from economic or national bias. It throws into high relief the issues at stake, offers a rare criticism of the various efforts to solve a series of intricate problems and supplies the necessary details for arriving at an intelligent appreciation of the difficulties confronting those who strove to unravel the economic

AN INTRODUCTORY HISTORY

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tangle resulting from the Peace of Versailles. The author's insight into the French and German viewpoint is almost uncanny and provides a much-needed contribution to the discussion of this problem. No serious student of this subject can afford to neglect this book.

"Breaking Down the Tariff Walls," by Dr. Wilhelm Grottkopp; Ernest Benn, Ltd., 6/-]

This book should help greatly in the understanding of the attempt to rectify the economic blunders resulting from the creation, as a result of the Peace of Versailles, of a member of small independent states which have no claim to economic independence. After reviewing the facts, the author concludes that a European Customs Union will be a great benefit to consumers raising their standard

POETRY AND BROADCASTING.

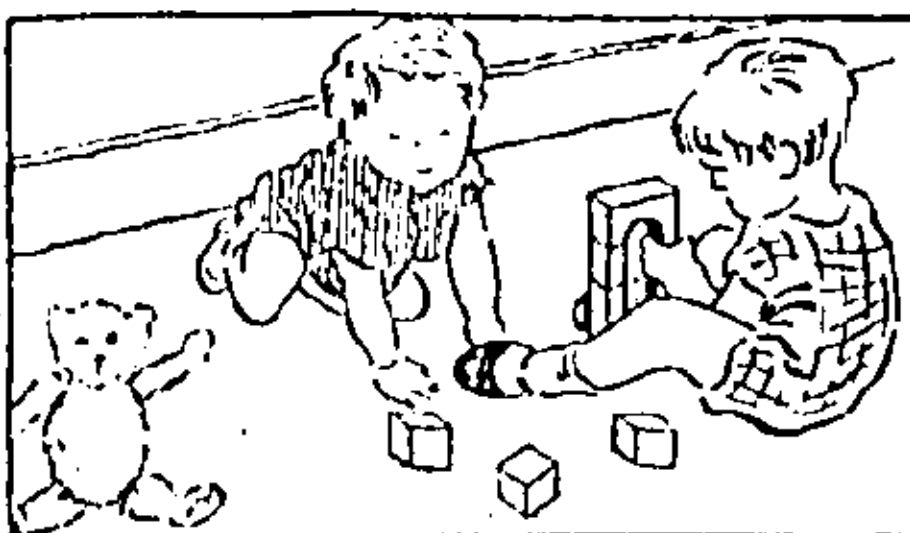
"Within the last few years a miracle of mass intelligence has made it possible for listening to poetry to become again a universal joy," said Dr. John Massfield, the Poet Laureate, speaking at Edinburgh. "Broadcasting has made it possible for a speaker to reach thousands of people at thousands of miles. If only the broadcasting people could work with the poets to create an art of poetry adapted for broadcasting, that art of poetry might come to life. It might be made one of the most remarkable schools of poetry that has been for centuries."

"If the broadcasting people could be made to work with poets and find out what kind of poetry is the best for broadcasting, it would be found that narrative is the best. The demand for narrative is like the demand for bread. We are the people who ought to see to it that the new narrative poems that are made should be spoken beautifully, so that people who hear them may go to their beds and lie awake, feeling all night long how interesting it is to hear poetry spoken by a beautiful voice right into the heart."

AUTHOR'S FIRST BOOKS.

Bertrand Russell is quoted as having said in a recent interview: "I think all writers of first novels should be given six months in gaol. The sentence might be extended to all writers whatsoever. If a law were passed giving six months in gaol to every writer of a first book only the good ones would think it worth while to do it." Such a sentence, remarks a writer, would be no hardship whatever; on the contrary, it would solve the problem of how to live until the royalties begin to come in.

of living and lending indirectly to a solution of many if not all of their political problems. Nationalism is the enemy but if only politicians could be convinced that nationalism is not incompatible with international co-operation—in other words that nationalism does not connote parochialism—the road would be made clear for a forward move towards prosperity. An interesting and informative book.



CHILDREN'S CORNER

THE DOUBLE-TULIP TALE.

Long years ago, in the olden golden days when the Fairy Queen ruled over the earth, there were rules for the fairies, too, of course, as well as for everybody else.

Every flower had its special use. And the Tulips were the Fairies' bath!

Such lovely baths they made, too. So wide and big. All the while the Fairies were dancing and prancing under the Moon at their parties the Tulips were, of course, busy too, in quite another way. They were holding their cups wide, wide open so that the evening dew should fill them quite full. "My Fairy shall have an extra-special beauty-bath when she comes home!" each Tulip would say.

And every night, when the parties were done, home would troop the sleepy, dusty Fairies and just tumble into their delicious dew baths.

Well, well! What do you think happened once?

A lazy little Fairy, who had just as much time as all the rest of the others, but who didn't know how to use it very wisely, broke a fairy rule.

"Oh!" cried she to her partner in the very middle of the dance. "Oh! I've quite forgotten!"

"What have you forgotten, Fairy, dear?" asked her partner.

"I forgot to wash my to-morrow evening's frock! And this one is quite soiled! And there's a special dance to-morrow! And I don't know what I shall do! Oh!"

"You've not time to get a new one, I suppose?" said her partner. "No, I haven't. Oh, dear! Oh, dear! I saw all the rest of the Fairies washing their frocks in the water-lily tubs this very afternoon, and I meant to do mine as well. But—"

Was she to do? Well, it's not so easy to mend a rule as to break one. The Fairy should have washed her frock that day. The water-lily flowers had helped the other fairies to wash their frocks. The Spiders had spun washing-lines. Now there was no time for another washing-day. Home went the lazy Fairy that night wondering all the way what she should do.

And there was her delicious tulip bath waiting for her filled to the brim with evening dew.

"I KNOW!" said the lazy Fairy. "I'll wash my frock in my bath!"

Oh! Oh! What an idea! Would anybody but a very, very lazy Fairy ever have done it? But she did! Into her bath she popped her yesterday's frock. "I'll leave it there to soak till to-morrow," she thought. "And then I'll beg a Spider to spin a special line to hang it on. And the Queen will never know that I didn't go to the

HAVE YOU JOINED THE TINKER'S BELL CLUB? SEE SATURDAY'S CHINA MAIL.

fairy wash-pond yesterday with the rest."

Ah, but nothing could be hid from the Queen.

Next morning the lazy Fairy, woke up and went to look out her frock. Into the tulip-cup she put both her hands. She pulled and dragged at her frock.

It wouldn't come! "Oh!" she sobbed. "What shall I do? It's—magic! Oh, dear,

BOY SCOUTS AND GIRL GUIDES' Own Corner in the CHINA MAIL Every Saturday.

my pretty party frock! Tulip-bath, give it back!"

"I—can't," said the Tulip, very low. "I can't. The Queen came round, little lazy Fairy, while you were sleeping, and she touched your frock with her wand, and she smiled so sadly. It is no good your pulling and tugging, the frock must stay."

So that is why some of the tulips do not open wide and show their pretty faces; but, instead, seem as though they are holding tightly to a Fairy's party-frock-skirts.

YOUR GOLDFISH.

What pretty things goldfish are. Some are quite red in colouring, others have patches of black. A certain kind of "goldfish" is a beautiful shining silver, and Japanese goldfish, as they are called, have tails and fins like trailing pieces of gauze.

If you want your goldfish to be healthy fish and live a long time you must look after them well in a Gugnuncly way. The water in their bowl ought to be changed once a day. Fresh water splashing out of a tap contains a lot of air and that is good for the fish.

Never touch them with your hands, the warmth kills the poor things. Make a little net of a muslin bag gathered on to a round wire top, which you can dip into the bowl to catch the goldfish and hold them safe while the water is emptied. But don't keep them out too long.

Don't fill the water to the brim. Goldfish give sudden little jumps sometimes and might hop right out if they swam up to the top.

Get a little water weed from the same shop where the bowl of goldfish is bought. It helps to keep the water fresh. If the bowl is a big one you might also find some other small water plants with their roots round pebbles in a stream and put them in, too.

'Ware Puss!

Ants' eggs are the right food for goldfish. Only drop a few into the water at a time and give the fish some more when they are gone. Don't feed your goldfish on cake crumbs. It is not good for them. Be careful to put your bowl out of the reach of pussy. If she can get on the table or shelf beside it you may be surprised to see her dipping her paw in and making a clever effort to catch the fish.

Don't put it near the fire, either. In a nice cool position not far from a light, sunny window is best. If all but one of your goldfish die, get a companion for him at once. They don't like being lonely.

Double-tulips we call them; and very pretty they are, for fairy-party-frocks are pretty. But—a tulip bath is not the right place to wash a fairy-frock! In for all hat, is it now?



2 merry thriving babies

One of them was breast-fed—the other fed on Glaxo. Both are robust kiddies—bright, happy and healthy—cutting sound teeth without trouble. If you cannot feed baby yourself give him Glaxo, which is as easily digested as mother's milk and is guaranteed free from all harmful germs. Glaxo contains a definite standardised quantity of the vital vitamin D which ensures that baby will increase in weight regularly, have firm flesh, sound bones and teeth.

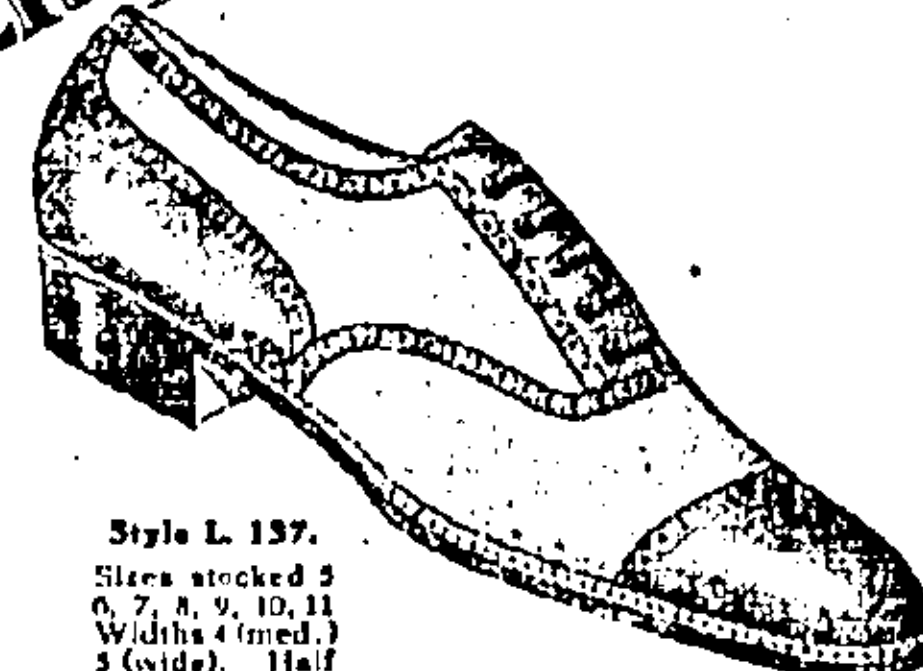


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KOWLOON C.C. AT HEAD OF AFFAIRS

CRAIGENGOWER VANQUISHED

CIVIL SERVICE SOUNDLY BEATEN AT HOME.

ELECTRIC SPRING A SURPRISE

The two undefeated First Division Lawn Bowls teams, Kowloon Cricket Club and Craigengower, met in Kowloon yesterday, a very exciting game resulting in a win for the home side by the small margin of six points. Omar was five points up on Gibson, only for Basa's rink to go down by two points to Silkstone's men. Fraser then clinched matters by gaining nine points on Rumjahn. Kowloon thus go to the top of the table.

Kowloon Dock came home by 19 points from the Bowling Green and Civil Service got another shock, being beaten at home by Recreio, by 18 points, the deficit on one rink. The biggest defeat of the day was suffered by the Police, Taikoo walking away with every rink to win by no less a margin than 53 points, scoring 93 to 40.

A FIGHTING FINISH!

The Electric sprung a surprise in a very keen tussle at Craigengower, sealing the victory in the last hand, when Craigengower needed only three to tie the scores. Electric, however, put on one, and won by four points, their first triumph of the season.

The Bowling Green kept at the head of affairs by beating Kowloon Cricket Club by a narrow margin of six points. Recreio beat the Yacht Club by nine, and Taikoo took the Civil Service into camp 62-42. A bad day for the Civil Servants! Bickford's rink, in this match, spoilt the side's chances by going down by 37 shots to eight after the other C.S.C.C. rinks had both won.

League I.

K.C.C. v. C.C.C.

On their own ground, the K.C.C. defeated their closest League rivals, the Craigengower C.C., by six shots.

Scores:	C.C.C.
H. Overy	W. T. Brightman
F. Goodwin	A. E. Coates
J. C. Lyl	E. el Arculli
J. Gibson	U. M. Omar
(Skip)18	(Skip)23

Scores:	C.C.C.
H. Gittins	G. A. Buchanan
J. Howe	A. A. Razack
W. Hyde	C. S. Rosselet
A. E. Silkstone	R. Basa
(Skip)22	(Skip)20

Scores:	C.C.C.
H. Hampton	F. Neves
C. J. Tacchi	M. A. R. Sousa
A. Hyde-Lay	L. E. Lammert
J. Fraser	D. Rumjahn
(Skip)24	(Skip)15

K.D.R.C. v. K.B.G.C.

On their own ground, the Kowloon Dock R.C. defeated the K.B.G.C. by 19 shots.

Scores:	Kowloon Dock
C. Atkinson	A. K. Taylor
H. M. H. McTavish	J. Rodger
J. C. Brown	E. W. L. Hogbin
R. Lapsley	L. Guy
(Skip)24	(Skip)13

Scores:	Kowloon Dock
W. Hedley	R. S. Nichol
J. Lindsay	T. S. W. West
J. McKelvie	G. E. Roylance
J. Panchen	D. F. Warren
(Skip)20	(Skip)13

Scores:	Kowloon Dock
F. C. Goodman	H. Nish
H. G. Cooper	G. F. Sherriff
J. V. Ramsay	S. Eccleshall
F. Cullen	W. Russell
(Skip)23	(Skip)22

C.S.C.C. v. RECREIO.

The Civil Service went down at home by 62 shots to 44. The deficit was on Brawn's rink, the other two being level in the aggregate, with each club winning one.

Scores:	C.S.C.C.
S. Randle	S. Randle
S. Alderman	P. Yvanovitch
A. H. Owick	C. E. Marques
J. Gregory	L. A. Gutierrez
(Skip)20	(Skip)17

Scores:	C.S.C.C.
F. Jones	A. Gomes
H. Westlake	R. Roberts
J. Deakin	L. C. Souza
J. Hollidge	R. F. Luz
(Skip)16	(Skip)10

Scores:	C.S.C.C.
Jas. T. Dobble	R. Basa
W. E. Hollands	C. A. Lopes
L. Longbottom	A. H. Basa
A. O. Brawn	G. C. Silva
(Skip)8	(Skip)25

POLICE R.C. v. TAIKOO.

The luckless Police side went down to a heavy defeat in their home game with Taikoo, the final scores being 93 to 40 against them. The deficit of 53 shots must be somewhere near a record.

Scores:	Police R.C.
N. S. Dall	J. B. Chapman
A. R. Brittain	J. Sloan
A. E. Booker	W. Weir
J. Orem	J. Ferguson
(Skip)11	(Skip)35

Scores:	Police R.C.
W. McHardy	J. Stainton
T. Gooding	J. C. Polson
J. Shepherd	J. Laine
W. Mair	N. Drummond
(Skip)15	(Skip)30

Scores:	Police R.C.
Mist	G. McLeod
W. Clarke	S. C. Amory
A. Reynolds	J. Russell
J. C. West	R. Wallace
(Skip)14	(Skip)28

League II.

C.C.C. v. ELECTRIC R.C.

Electric R.C. won a very keenly contested game at Craigengower's ground, the result being in doubt until the final hand of the last rink, when the home side required a four to win. However, Webster's men lay one at the finish, and so Electric won by four points, 60 to 56.

Muskett's rink were seven up for Electric, but this was more than set off by Lunny's rink being 16 down to Gill. The third rink was always ahead, and clinched the victory with the last few shots of the day.

Scores:	Electric R.C.
C. C. C.	J. Sloan
P. A. Dixon	G. Thomson
R. Hooper	S. Deacon
W. Ward	W. Muskett
A. L. de Souza	(Skip)15

Scores:	Electric R.C.
D. K. Kharas	F. Normington
F. K. Modi	C. E. Gahagan
W. V. Field	D. S. Hill
W. Gill	J. F. Lunny
(Skip)26	(Skip)10

Scores:	Electric R.C.
C. Summons	J. R. Way
W. White	H. S. McKay
H. V. Pearce	G. T. Padgett
M. O'Brien	A. Webster
(Skip)15	(Skip)23

TAIKOO R.C. v. C.S.C.C.

The Civil Service seconds went all the way to Taikoo to be beaten 62-42. They had a lead on Strang's and Haynes' rinks, which both won, but Bickford's rink was overwhelmed by 37 points to 8, giving the home team a comfortable win.

Scores:	Taikoo R.C.
S. Hope	P. Knight
J. Whyte	R. R. Wood
D. Speira	R. R. Davies
T. Grimes	H. E. Strange
(Skip)10	(Skip)18

Scores:	Taikoo R.C.
J. Mitchell	E. Shand
W. Cunningham	C. Strang
R. Keown	N. Bobbington
D. Munro	F. H. Haynes
(Skip)15	(Skip)10

Scores:	Taikoo R.C.
Jas. T. Dobble	R. Basa
W. E. Hollands	C. A. Lopes
L. Longbottom	A. H. Basa
A. O. Brawn	G. C. Silva
(Skip)8	(Skip)25

'BRIGHTER' CRICKET Manchester Rather Dubious.

A NORTHERN TRADITION!

"Ludo" in the Manchester Guardian, has a few words to say regarding the new and "brighter" cricket, and its application to the annual Yorkshire and Lancashire White-Monday "Derby":—

First Citizen (approaching Old Trafford): And will it be that "brighter cricket," think you? Second Citizen (shuddering deeply): Heaven forbid! Change and decay I all around me see, but if anyone is here found declaring with a single wicket in hand the rot will have gone deep indeed.

First Citizen (gloomily): There is unrest everywhere. How do you know that this Whit Week ordeal will remain unaffected?

Second Citizen (fiercely): Listen, imbecile! This brighter cricket is a fond thing vainly invented for southern gadabouts and sensation-seekers. I tell you, one of our annual Whit Week encounters in the War of the Roses is altogether outside their scope—it belongs to history, not high jinks. Whatever they may do elsewhere, Lancashire and Yorkshire will here settle down to that "Grim Struggle at Old Trafford" without which no Summer Bank Holiday in the stubborn north is complete. It is as the law of the Medes and Persians, which altereth not.

First Citizen (timidly): Then you do not expect to see any of this new cut-and-run convention?

Second Citizen (firmly): I should as soon expect to see the Royal Exchange walking in the middle of Market Street. Here, at least, they treat cricket with the seriousness and majesty that it deserves.

First Citizen (obviously relieved): Then all may yet be well. Forward to the turnstiles, brother—may the grimmer side get that first-innings lead!

CLUB DE REC. v. YACHT CLUB.

At King's Park, the Club de Recreio defeated the Royal Hong Kong Yacht Club by nine shots.

Scores:	Club de Rec.
Recreio	E. B. Read
L. Xavier	A. Cochran
J. M. S. Rosario	A. Stevenson
A. V. Barros	P. W. Ramsay
J. G. Ozorio	(Skip)19

Scores:	Club de Rec.
F. A. Xavier	A. Murdoch
J. M. M. Alves	J. Bentley
J. J. Basto	F. Sutton
F. V. V. Ribeiro	E. W. Carpenter
(Skip)30	(Skip)11

Scores:	Club de Rec.
F. Prata	N. Croucher
N. Rozario	N. Currie
E. M. Remedios	W. J. Bonnar
F. X. Silva	W. Macfarlane
(Skip)11	(Skip)22

K.B.G.C. v. K.C.C.

On their own ground, Kowloon Bowling Green Club defeated the Kowloon C.C. by six shots.

Scores:	Kowloon B.G.
Bowling Green	W. Brace
F. V. Whitla	W. W. Hirat
J. G. Meyer	L. J. Blackburn
F. L. Rapley	P. T. Farrell
V. Petherick	(Skip)19

Scores:	Kowloon B.G.
G. F. Thompson	O. B. Raven
C. S. Best	V. C. Labrum
H. H. Rose	A. C. Burford
W. S. Drake	J. P. Robinson
(Skip)26	(Skip)19

Scores:	Kowloon B.G.
H. F. Stoneham	J. S. Dinnen
J. S. Logan	T. W. Carr
W. F. Hale	J. Jack
A. W. E. Davidson	F. J. Herridge
(Skip)19	(Skip)22

LEAGUE TABLES.

Division I.	Shots
P. W. D. L. For Agst. Pts.	
K.C.C.	6 0 0 0 380 310 12
C.C.C.	0 5 0 1 374 297 10
Taikoo	0 4 0 2 406 324 8
Recreio	0 4 0 2 330 302 8
C.S.C.C.	0 2 0 4 330 370 4
K.B.G.C.	0 2 0 4 321 361 4
K. Dock	0 2 0 5 379 417 4
Police	0 0 0 7 341 471 0

Division II.	Shots
P. W. D. L. For Agst. Pts.	
K.B.G.C.	0 5 1 0 392 314 11
Recreio	0 5 0 1 377 362 10
K.C.C.	0 4 0 2 387 320 8
Taikoo	0 3 1 2 395 319 7
C.S.C.C.	0 2 0 4 323 340 4
Yacht Club	0 1 2 3 331 341 4
C.C.C.	0 1 0 5 317 391 2
Electric	0 1 0 5 298 409 2

SHOTS FOR AND AGAINST.

Division I.	For Agst.	Up Down
Taikoo R.C.	400 324	82 0
Craigengower	374 297	77 0
Kowloon C.C.	380 310	70 0
Recreio	330 302	28 0
Kowloon Dock	370 417	0 38
K.B.G.C.	321 361	0 40
Civil Service C.C.	330 370	0 49
Police R.C.	341 471	0 130
Division II.	For Agst.	Up Down
K.B.G.C.	392 314	78 0
Taikoo R.C.	395 310	70 0
Kowloon C.C.	387 320	67 0
Recreio	377 362	15 0
Yacht Club	331 341	0 10
Civil Service C.C.	323 340	0 21
Craigengower	317 297	0 74
Electric R.C.	298 409	0 141

TENNIS DUEL. Championships Begin on Monday.

23 NATIONS COMPETE.

Rugby, Yesterday.
Lawn tennis players from 23 nations are in England to compete in the Championships which begin at Wimbledon on Monday. The Courts are in perfect condition—British Wireless Service.

GOLF.

Starting Times for To-day.

The Secretary of the Royal Hong Kong Golf Club supplies the following list of starting times for Fanning:—

9.24 a.m.	E. Daukos, H. M. Muir.
9.28	V. R. Gordon, F. C. Cleland.
9.32	W. A. Cornell, E. L. Hosie.
9.36	A. Reid, J. E. Richardson.
9.40	W. A. Stewart, R. C. Law.
9.44	A. D. Humphreys, O. Eager.
9.48	G. C. Lelpor, H. W. Dulle.
9.52	A. Leach, D. C. Bruce.
9.56	D. Forbes, D. J. Gilmore.
10.00	R. R. Davies, R. S. W. Paterson.

POLICEMAN'S FEET. Measurements Taken in Court.

A policeman's feet were measured by a solicitor in Bromley Police Court.

The policeman, giving evidence in an obstruction case, said that he could stand on the two feet between the motor-car and the kerb. Mr. Weller, defending: Have you big feet?

The policeman: You had better measure them.

He thereupon left the witness-box and, going to the solicitor's tables, put his feet on the bench before Mr. Weller, who promptly produced a foot-rule from his pocket and measured them.

The owner of the car, Mrs. Hilda Ethel Ray, of Elwell Way, Beckenham, was summoned for causing obstruction by leaving her car for twenty-three minutes outside a hairdresser's shop.

Police Constable Leech, of the foot police, said that when he found Mrs. Ray she said, "I have been having a haircut. I am sorry I could not come sooner, but my hair was all down." The road was 31 ft. wide. Close by was a side street where people could leave their motor-cars without causing obstruction, and no one would interfere with them unless they thought they were stolen.

"Explaining Facts."

Mr. Weller: What do you mean by that extraordinary remark?

Leech: I said that motor-cars could stand in the side street, and no one would look at them unless they thought they were stolen motor-cars.

Mr. Weller: I do not see the point. I thought we were dealing with obstruction and not your opinion of stolen motor-cars.

Leech: I am explaining facts.

Mr. Weller: Fact! Why, man, you are arguing the point. Give us facts, not argument. We don't want a policeman's opinion.

Leech, replying to further questions, agreed that the side street was steep.

He said that it was his first day on duty in Beckenham High Street.

Were you reprimanded by your supporters for your excessive zeal that morning?—No.

Mr. Weller: Just think.

The constable, shouting at the top of his voice, said, "I said no."

Did you take the names and addresses of several motorists, and do you know that in almost all the cases proceedings were withdrawn?—I don't know.

The Bench imposed a fine of 20s., which, the chairman said, was smaller than usual, but the case was illustrative of what might, or might not, be considered to cause obstruction by the leaving of a motor-car in a narrow road.

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MR. S. A. HARDOON. Death of Shanghai Millionaire.

FORTUNE OF T.S. 100,000,000.

Shanghai, Yesterday.
The death has occurred of Mr. Silas Aaron Hardeen at the age of 83 years, from heart trouble with complications.

Mr. Hardeen, who had lived 65 years in Shanghai, is reputed to have left a fortune amounting to a hundred million taels.—Reuter.

"NATIONAL PARKS." Protecting Areas of Natural Interest.

The appointment of an authority to formulate a national parks policy for the preservation of famous British beauty spots is recommended by a committee which was appointed by Mr. Ramsay MacDonald in 1929 with Dr. Addison as chairman.

The committee's report states that the objects to be achieved would be to safeguard areas of exceptional natural interest against disorderly development and spoliation, to improve the means of access for pedestrians to areas of natural beauty, and to promote measures for the protection of flora and fauna.

Preservation in many cases could be ensured by a planning scheme.

The question of providing camp sites in national reserves should be examined.

Provision of huts or hostels might be facilitated.

Areas examined and suggested by witnesses as suitable for national parks were: Snowdonia, Dartmoor, New Forest, Exmoor, Dovedale, Peak District, Lake District, South Downs, Bowland Forest, Forest of Dean, Cannock Chase, West Riding, Cairngorms, Trossachs, Black Mountains, and Brecon Mountains.

MARINERS WARNED.

A notice to mariners posted at the Harbour Office states that H.M.S. Seamus will carry out 3-inch full calibre firing to the South of Chung Chau Island on Saturday, June 27, commencing at 9.30 a.m.

A tug with targets in tow will be in position one mile due south of Chung Chau Rock at 9.30 steering 160 deg., and the firing ship will be to the eastward at a range of about 5,000 yards and will fire westward.

tions, agreed that the side street was steep.

INDIANS TOO GOOD FOR SOUTH CHINA

KEEN LAWN TENNIS MATCHES

UNIVERSITY SWEEP BOARD IN "C" DIVISION.

K.C.C. SENIORS IN CLOSE GAME

The Indian Recreation Club kept up their good record in lawn tennis circles yesterday by seven sets to two, the Rumjahn cousins carrying off all their three games. "C.A.L." partnered by S. A. R. Bux, was not so much in the limelight, winning only one, and tying another three games.

The Hong Kong C.C. were not greatly extended by M.B.K., taking six sets and drawing two others, whilst K.C.C. just nosed out the Chinese Club at Kowloon after a series of close games.

University and Recreio defeated U.S.R.C. and the Nippon Club respectively by 7 games to 2, and 7½ to 1½, and the Craigengower were three games too good for the Army players. These matches were in "B" Division.

THE IN "C" DIVISION

In the "C" Division, University swept the board with Craigengower at Pokfulam. The Chinese R.C. took their match with Army by eight sets to one, the Y.M.C.A. following suit against the Deutscher Club.

Radio Sports Club and Kowloon Indians played a tie of 4½ games each in this division.

"A" Division.

K.C.C. v. C.R.C.

On the home ground the K.C.C. beat the Chinese R.C. by 5 sets to 4.

Scores:—
E. C. Fincher and E. F. Fincher (K.C.C.)—
beat M. W. Lo and Ng Sze-cheung (C.R.C.)— 6-1
drew with W. C. Hung and C. C. Chui (C.R.C.)— 6-6
beat Ng Sze-kwong and Lu Tak-cheuk (C.R.C.)— 6-4

T. Lay and W. Hyde (K.C.C.)—
lost to Lo and Ng Sze-cheung 1-6
lost to Hung and Chui 5-7
lost to Ng Sze-kwong and Lu 5-7

C. E. Millard and A. E. P. Guest (K.C.C.)—
drew with Lo and Ng Sze-cheung 6-6
beat Hung and Chui 6-2
beat Ng Sze-kwong and Lu Tak-cheuk 6-4

M.B.K. v. H.K.C.C.

Playing at home, the M.B.K. Mess went down to the H.K.C.C. by 7 sets to two.

Scores:—
Honda and Akiyama (M.B.K.)—
lost to Holmes and Sullivan 4-6
lost to Sewell and Owen Hughes 3-6
drew with Humphreys and Wild 6-6

Haehuma and Yema (M.B.K.)—
lost to Holmes and Sullivan 3-6
beat Sewell and Owen Hughes 6-4
lost to Humphreys and Wild 4-6

Fujimori and Imura (M.B.K.)—
lost to Holmes and Sullivan 4-6
lost to Sewell and Owen Hughes 1-6
drew with Humphreys and Wild 6-6

I.R.C. v. SOUTH CHINA.

The Indian Recreation Club won by 7 sets to 2 from the Chinese visitors at Sookunpo. Both teams were in good fettle and several of the games were very closely contested. H. D. and S. A. Rumjahn were victorious in three sets, but C. A. L. Rumjahn who was partnered by S. A. R. Bux only managed to win one and halve the points on another.

Scores:—
C. A. L. Rumjahn and S. A. R. Bux (I.R.C.)—
lost to W. T. Lee and W. T. Lee 2-6
beat W. H. Hoh and O. K. Lam 6-3
lost with D. C. Luk and M. C. Lau 6-6

J. S. A. Currcem and A. A. Rumjahn (I.R.C.)—
lost with W. T. Lee and W. T. Lee 6-6
beat W. H. Hoh and O. K. Lam 6-4
beat D. C. Luk and M. C. Lau 6-2

H. D. Rumjahn and S. A. Rumjahn (I.R.C.)—
beat W. T. Lee and W. T. Lee 6-1
beat W. H. Hoh and O. K. Lam 6-1
beat D. C. Luk and M. C. Lau 6-4

"B" Division.

C.C.C. v. ARMY T.C.

Craigengower "B" team managed to claim two thirds of the sets when they entertained the Army Tennis Club "B" at the Valley yesterday, and fully deserved their victory.

Scores:—
Howard and Hachiuma (C.C.C.)—
beat Capt. de Linde and Major Kerriek 6-2
beat Col. Lecky and Lt. Black 6-3
beat S. M. Atkinson and S. M. Mitchell 6-1

Leonard and Lia (C.C.C.)—
beat Capt. de Linde and Major Kerriek 6-1
beat Col. Lecky and Lt. Black 6-0
lost with S. M. Atkinson and S. M. Mitchell 6-6

Zimmerin and Kitchell (C.C.C.)—
lost to Capt. de Linde and

Major Kerriek 2-6
lost with Col. Lecky and Lt. Black 6-6
lost to S. M. Atkinson and S. M. Mitchell 5-7

K.C.C. v. S.C.A.A.

Playing on the home ground K.C.C. defeated the S.C.A.A. by three sets.

Pinguet and Hamby (K.C.C.)—
drew with Chan So and C. S. Chan 6-6
beat Y. W. Lee and T. Y. Tao 6-4
beat Sze-to Bk and Ng Sau-kwan 6-2

Jackson and Green (K.C.C.)—
lost to Chan So and C. S. Chan 2-6
beat Y. W. Lee and T. Y. Tao 6-4
beat Sze-to Bk and Ng Sau-kwan 6-4

Burnett and White (K.C.C.)—
drew with Chan So and C. S. Chan 6-6
drew with Y. W. Lee and T. Y. Tao 6-6

H.K. UNIVERSITY v. U.S.R.C.

Playing at the Valley, the Hong Kong University defeated the United Services Recreation Club by seven sets to two.

Scores:—
D. J. N. Anderson and C. E. Yeoh (H.K.U.)—
beat Capt. Morgan and Lt. Waring 6-3
beat F. J. Hill and Capt. Anderson 6-3
beat Dr. Smalley and F. O. Dook 6-2

Y. F. Chew and H. N. Lee (H.K.U.)—
drew with Capt. Morgan and Lt. Waring 6-6
drew with F. J. Hill and Capt. Anderson 6-6
beat Dr. Smalley and F. O. Dook 6-1

F. Y. Khoo and T. K. Lien (H.K.U.)—
lost to Capt. Morgan and Lt. Waring 4-6
beat F. J. Hill and Capt. Anderson 7-5
beat Dr. Smalley and F. O. Dook 6-1

RECREIO v. NIPPON CLUB.

At King's Park, Recreio defeated the Nippon Club by 7½ sets to 1½.

Scores:—
V. Yvanovich and C. Barretto (Club de Recreio)—
beat Inagawa and Nakazato 6-3
beat Kawano and Ishibashi 6-0
beat Yoshikawa and Kinoshita 6-3

A. Silva and F. Remedios (Club de Recreio)—
beat Inagawa and Nakazato 7-5
beat Kawano and Ishibashi 6-2
lost to Yoshikawa and Kinoshita 0-6

F. J. Remedios and E. de Sousa (Club de Recreio)—
beat Inagawa and Nakazato 7-5
beat Kawano and Ishibashi 6-3
drew with Yoshikawa and Kinoshita 6-6

H.K.C.C. v. I.R.C.

This game in "B" division was postponed, and will be played on Monday.

"C" Division.

CHINESE R.C. v. ARMY T.C.

Playing on their own ground the Chinese Recreation Club gave the Army T.C. a sound trouncing losing only one set. Lau and Cheung were in the limelight and gave a very fine exhibition of what a powerful combination can do. The A.T.C. team lacked the technique of their opponents, although their services left nothing to be desired.

Scores:—
W. H. Choa and Y. U. Mow (C.R.C.)—
beat Paul and Halford 6-0
lost to Jarman and Ward 2-6
beat Stevenson and Luckman 6-0

Lau and Cheung (C.R.C.)—
beat Paul and Halford 6-0
beat Jarman and Ward 6-0
beat Stevenson and Luckman 6-0

Kwok and Leung (C.R.C.)—
beat Paul and Halford 7-5
beat Jarman and Ward 6-2
beat Stevenson and Luckman 6-0

S.C.A.A. v. H.K.C.C.

On their own ground, the S.C.A.A. accounted for the H.K.C.C. by seven sets to two.

Scores:—
Wong Fuk-nam and Chan Kam-hung (S.C.A.A.)—
beat Wright and Horridge 6-4
beat Lee and Terdro 6-0
beat Reid and Beck 6-3

Ho Hin-kan and Lou Kwai-fan (S.C.A.A.)—
lost to Wright and Horridge 5-7
beat Lee and Terdro 6-3
beat Reid and Beck 6-0

Luk Chun-cheung and Chan Kam-moon (S.C.A.A.)—

beat Wright and Horridge 6-3
lost to Lee and Terdro 4-6
beat Reid and Beck 6-4

DEUTSCHER CLUB v. Y.M.C.A.

At King's Park, the Deutscher Club lost to the Y.M.C.A. by eight sets to one.

Scores:—
Soltan and Neldt (Deutscher Club)—
drew with T. J. Price and E. R. Price 6-6
drew with McClellan and J. Ferguson 6-6
lost to S. A. Gray and H. Burson 2-6

May and Fornita (Deutscher Club)—
lost to T. J. Price and E. R. Price 0-6
lost to J. Ferguson and McClellan 1-6
lost to S. A. Gray and H. Burson 2-6

Lehring and Boene (Deutscher Club)—
lost to T. J. Price and E. R. Price 1-6
lost to J. Ferguson and McClellan 1-6
lost to S. A. Gray and H. Burson 3-6

UNIVERSITY v. C.C.C.

At Pokfulam, the University swamped the C.C.C. in winning by nine sets to nil.

Scores:—
L. A. de Silva and L. A. Oppenheim (University)—
beat E. S. Howard and F. Broadbridge 6-1
beat H. P. Lim and N. B. Kitchell 6-2
beat G. Kelly and G. Gull 6-2

P. L. Tan and A. L. Tsai (University)—
beat E. S. Howard and F. Broadbridge 6-2
beat H. P. Lim and N. B. Kitchell 6-3
beat G. Kelly and G. Gull 6-0

P. P. Kho and K. M. Lo (University)—
beat E. S. Howard and F. Broadbridge 6-4
beat H. P. Lim and N. B. Kitchell 6-3
beat G. Kelly and G. Gull 6-2

R.S.C. v. K.I.T.G.

On their own ground at King's Park, the Radio Sports Club drew with the Kowloon Indian Tennis Club by 4½ sets all, after a very exciting tussle.

Scores:—
W. Chanson and C. N. Taeng (R.S.C.)—
lost to F. Ali and F. Khan 3-6
beat Salih and Capt. Gose 6-3
lost to H. Singh and M. A. Khan 4-6

G. Singh and Abbas (R.S.C.)—
beat F. Ali and F. Khan 6-4
lost to Salih and Capt. Gose 5-7
lost to H. Singh and M. A. Khan 2-6

W. Wu and Y. T. Mann (R.S.C.)—
drew with F. Ali and F. Khan 6-6
beat Salih and Capt. Gose 6-3
beat H. Singh and M. A. Khan 6-4

RECREIO v. C.S.C.C.

Playing on the home ground at King's Park, Club de Recreio defeated the C.S.C.C. by 7 sets to 2.

Scores:—
A. V. Remedios and L. A. Ribeiro (Recreio)—
beat V. H. Freeman and C. R. Anderson 6-0
beat H. Best and W. Paston 7-5
drew with H. E. Evans and J. H. Omerod 6-6

H. A. Noronha and A. A. Remedios (Recreio)—
beat V. H. Freeman and C. R. Anderson 6-0
beat H. Best and W. Paston 6-1
drew with H. E. Evans and J. H. Omerod 6-6

L. A. Rocha and G. A. Noronha (Recreio)—
beat V. H. Freeman and C. R. Anderson 6-2
beat H. Best and W. Paston 6-2
lost to H. E. Evans and J. H. Omerod 3-6

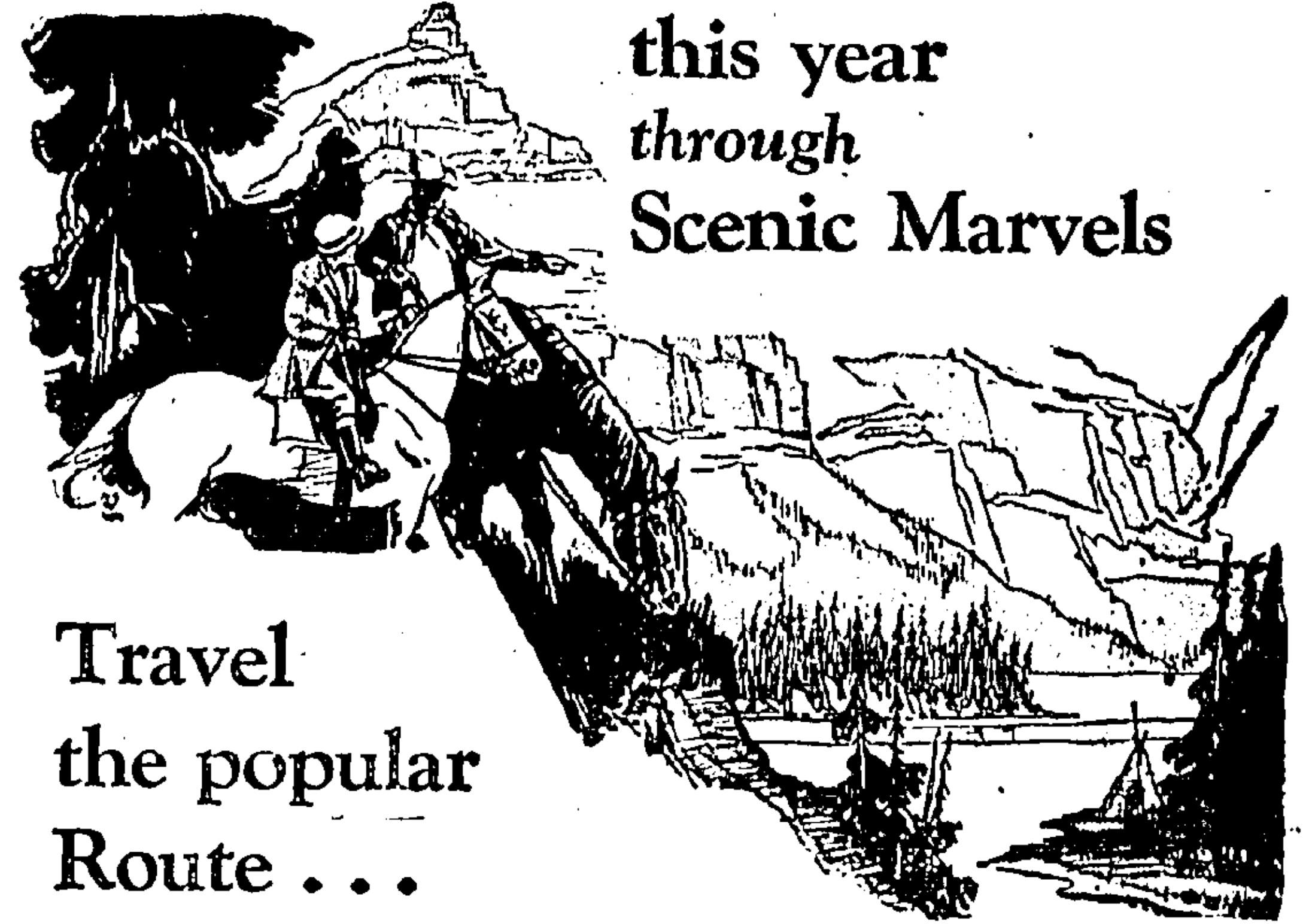
STANDARD TIMES.

Sunrise and Sunset in Colony.

Sunrise and Sunset in Hong Kong for June, 1931. Standard time of the 120th Meridian East of Greenwich are as follows:—

June	21	22	23	24	25	26	27	28	29	30
Sunrise	5.39	5.39	5.40	5.40	5.40	5.40	5.40	5.41	5.41	5.41
Sunset	7.10	7.10	7.10	7.10	7.10	7.11	7.11	7.11	7.11	7.11

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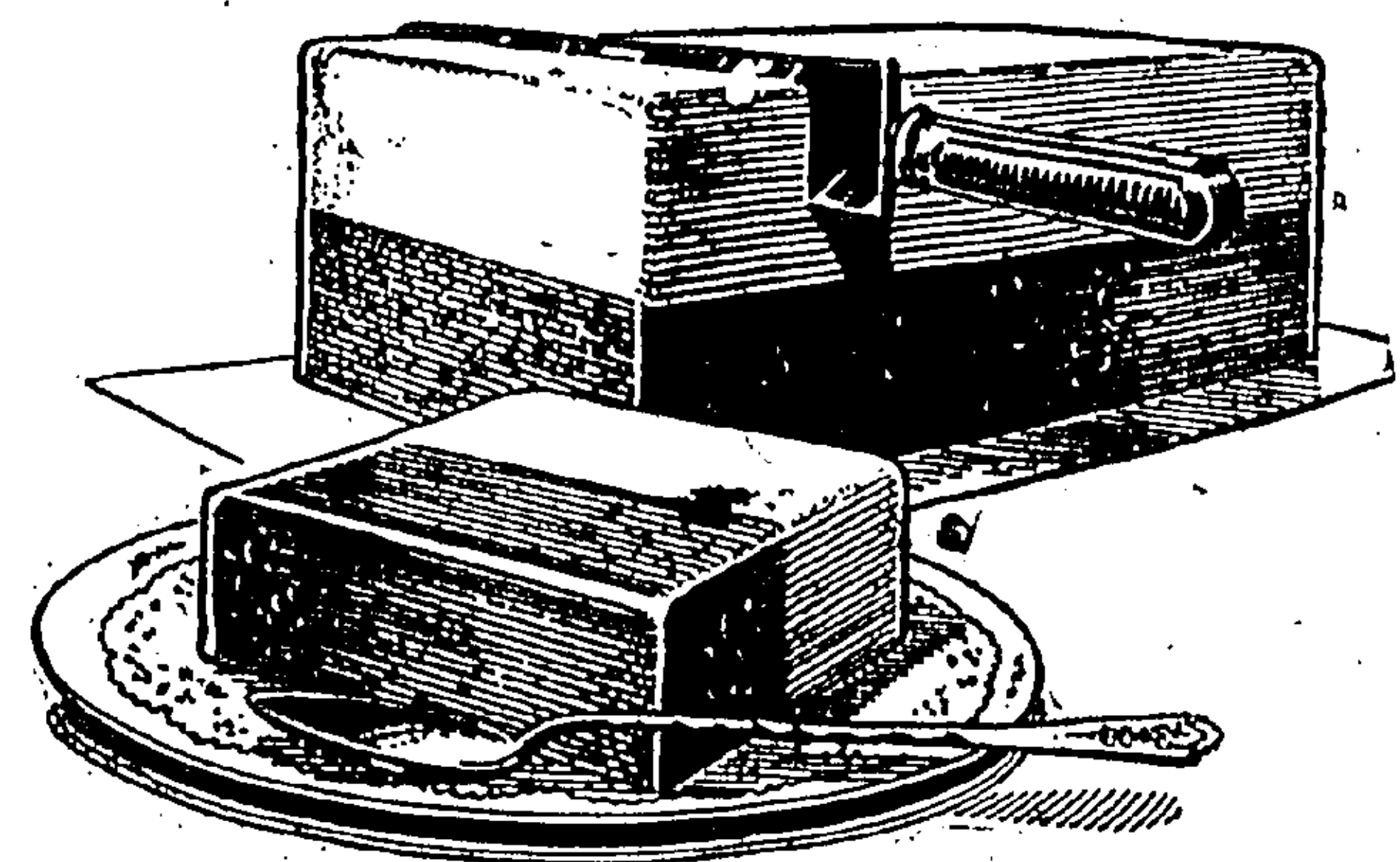
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SILKS, LATEST COLOURS,
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SUMMER VACATION. SPECIAL INCLUSIVE RATES

For trips to JAPAN, INDO-CHINA and JAVA for the Summer Months, including return Steamship tickets, hotel accommodation, baggage transfers, and sight-seeing. By this method the traveller is relieved of all the annoying details of purchasing tickets, reserving hotel accommodation, etc. A safe and convenient method of carrying your funds during your holidays is by means of our system of Travellers' Cheques. Also be free from anxiety and insure your personal baggage with us at current rates.

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HONG KONG, SUNDAY, JUNE 21, 1931.

Manufacturer of An "Epic" Plan.

MR. Eugene Chen has established for himself the role of a manufacturer of an "epic" plan for the regeneration of China. He is not content with merely following the plan of the late Dr. Sun Yat-sen. He is not willing merely to wear the mantle of others who have given a life study to the question of how to regenerate China and bring her really into line with the Great Powers. True, he talks of the present Canton regime being guided by the principles of the Kuomintang as laid down by the late Dr. Sun Yat-sen. Beyond that, apparently all that the leaders of China have been trying to do since the centre of government was transferred to Nanking is all wrong and not in strict accord with what Mr. Eugene Chen would have done had he been Foreign Minister.

He claims that the rendition of the Concession in Hankow was "deliberately planned" by himself and other Kuomintang leaders, "this being the only weapon that China could use for she had no warships and no armies" with which to enforce her wishes. As to the status of China being sufficient at the moment to give effect to any decree for the abolition of extrajurisdiction he claims that China's civil code is "one of the most modern legislative systems in the world"—but—and it is a big but—he admits that some portions of the Chinese legal system are medieval, hinting (not promising definitely) that one of the first steps of the new Canton Government, when it attains full power and control, will be to examine that system and, if it is found necessary (why that "if?") to revise and amend it. For this task the assistance of foreign experts might (not shall, be it noted) be enlisted in order that China's legal system might compare more favourably with international law. Surely this is next door to a candid admission that, some portions of the legal system being medieval, it is high time that steps were taken to ensure that it does compare "more favourably" with international law!

As to all the hot air about an "epic" plan for the regeneration of China the sponsor may well be Mr. Eugene Chen, but the originator is certainly not one of Chinese birth or origin. He declares that the peasant and not the politician is the real ruler of the country and that if it were possible to cultivate two acres of rice where formerly only one was planted the idea of imitating the Soviet Five Year Plan might find favour with some of the Chinese idealists. All his talk and all his plans, though, are directed, firstly, against Chiang Kai-shek and, secondly against the foreigner who will only be welcomed in the guise of a financier and capitalist. Eliminate Chiang Kai-shek, and — if possible — the foreigner, and Messrs. Eugene Chen & Co. will inaugurate the dawn of a new era the like of which will be impossible for ten thousand years without them!

HONG KONG FAIRY STORIES.

Public motor car touts in Chater Road are being kept in order admirably.

We are all praying for a typhoon to come along.

All British juries for Britons on trial will be tried as an experiment at the next Criminal Sessions.

On the occasion of its hundredth birthday a few years hence the China Mail will send an expression of its loyalty to Princess Elizabeth. The K.C.C. would have been quite content with a draw in the Lawn Bowls League yesterday.

PORT OF GLASGOW.

The Romantic Story of Its Development.

1740 AND NOW.

Much of the value attached to a port may be attributed to its geographical position, and among the ports of Britain none is better placed in this respect for the economic serving of their respective populations than the port of Glasgow, states an article in the British Coasting and Near Trades Shipowners' Association circular.

Within its economic area, continues the article, comprising the whole of Scotland, the North of Ireland, and the North of England as far south as Newcastle, it has a population of some six millions of people, and what is equally important, a vast industrial area engaged in the production and manufacture of all kinds of engineering, shipbuilding, iron and steel manufactures, textiles, rubber goods, chemicals, and a hundred and one other interests, allied with the heavy industries of Scotland, all of which have grown as the river Clyde has developed, the whole going forward together, the progress and development of each being built up on the other.

Much has been written of Glasgow's past history, and the romantic story of its development and growth since 1707; the difficulties of deepening and straightening the water course, filling up channels, and the removal of small islands. In those days the Clyde was a shallow, tortuous stream, capable of floating only the smallest of craft, drawing 2 1/2 feet of water.

It is a far cry back to 1740, when the first attempts were made towards deepening the river, or even back to the days of 1812 when the pioneer of steam navigation—Henry Bell's Comet—was built at Port Glasgow and went aground at Renfrew, five miles from Glasgow, drawing only 4 feet of water.

Henry Bell's Comet.

Could Henry Bell revisit the scenes of his early triumphs, what a comparison there would be to offer! In place of his little Comet, only 43 feet in length, of 30 tons burden, and 3 h.p., he would see ocean-going leviathans passing up and down what has now become a world renowned waterway, carrying produce and merchandise to and from all parts of the world. Within less than a mile of where the Comet grounded, he would view the river, where, in 1913, the Aquitania, over 900 feet in length, with a gross registered tonnage of 45,647, and propelling machinery of 60,000 h.p., was launched where also, from the same shipyard, the largest warship in the world—the Hood—was launched in 1918; and where, in the near future, will be launched the giant Cunarder, the contract for which has been placed with Messrs. John Brown and Co. which vessel, it is confidently hoped, will regain for Britain the blue ribbon of the Atlantic, at present held by Germany.

History recalls that the Clyde Trustees granted Henry Bell an annuity of £100 in 1812 to support and encourage him in his development of steam navigation, and in that they were almost alone. Contrast this with the fact that in the last three years one steamship company alone, the Canadian Pacific, has had launched for them new tonnage totalling 216,515 of magnificent liners, ranging from 2,000 to 42,000 tons each, representing with the money expended on repair work of other vessels since the War, a total expenditure on the Clyde of some 20 millions of money.

One can only imagine what the feelings of Henry Bell would be to see to-day the wonderful transformation and progress which has been made in converting a mere stream into a great navigable waterway linking up Glasgow with every quarter of the globe. All this has been made possible by the dredger. Something like £2,000,000 has been expended by the trustees of the port in dredging the river Clyde, and the average annual maintenance dredging to-day totals approximately £58,000.

THE DUKE OF YORK.

The Duke of York has accepted the captaincy of the Northamptonshire County Golf Club, whose course at Church Brampton is only a few miles from his hunting box at Thornaby.

During the last few years, while residing in Northamptonshire for hunting with the Pyley Hounds, the Duke has played a good deal of golf at Church Brampton.

LESSONS OF FAR EAST MISSION.

Need for Salesmanship and Publicity.

"CUT PRICES."

"Cut your prices!"

That is the crystallised advice given to British manufacturers in the report of the recent economic mission which, under the chairmanship of Sir Ernest Thompson, visited the Far East to decide how best British trade can be recaptured in Japan and China.

"In the markets of China and Japan," states the report, "a low price is, generally speaking, an overwhelming advantage which British goods do not possess."

"Should the decline in the export trade of Great Britain continue much longer at its present alarming rate, the results must soon be evidenced in bankruptcy and disaster at home."

"The disparity between the prices of British manufactures and the manufactures of our competitors is, in our view, excessive."

"Production and all other costs must therefore be reduced until the prices of British goods reach once more a competitive level."

"At that level the natural advantages we possess in world trade—the skill of our artificers, the good will of our fellow-countrymen overseas, the convenience of our trading stations, our shipping and financial pre-eminence, and our good name—will reassert themselves, and we may look for a renewal of prosperity."

"That such a policy will require sacrifices by all classes of the community in Great Britain there is no doubt."

"Between voluntary sacrifices, however, made now in a national effort towards a prosperous future and sacrifices which disaster will force upon us if we fail to make this effort, there is no question as to what the choice should be."

"Nor, in our minds, is there a question as to the choice which Great Britain will make."

One handicap under which British manufacturers suffer is high freight rates on British ships. Again and again is that fact emphasised.

One handicap under which British manufacturers suffer is high freight rates on British ships. Again and again is that fact emphasised.

Freight Rates.

The commission declares:—The question of freight rates both on raw material imported into Great Britain for our industries and on finished products exported from Great Britain—particularly to the Far East—calls for serious investigation. British industry in this matter should suffer no disability in competition with that of other nations.

A serious warning is given to the Yorkshire wool industry on account of Japan.

"It is imperative that British industry should be organised to meet this competition and confine it to the narrowest possible limits when it comes. It will inevitably arrive." Among the suggestions made by the commission is one for an early Government-summoned conference of financial and industrial interests to explore the possibility of British participation in the development of China.

Our trade with China, it is pointed out, has declined in comparison with 1913 by over 30 per cent., in contrast with increases of from 30 to 270 per cent. secured by our competitors.

Better salesmanship by British firms is advocated throughout the report, with a repeated recommendation that British firms should have their own representatives and technical experts in China and Japan.

More Publicity.

More publicity, too, is needed. "British publicity is far behind the times and ineffective in comparison with our competitors. We could not fail to notice in the Far East signs of propaganda on the part of other nations, the effect of which is harmful to British interests."

Sir Ernest Thompson said:—"British industry must be more aggressive in the Far East. That is one of the vital lessons which we have learned as a result of our mission."

"Our trades must group themselves and take combined action, as our foreign competitors have done with success. Our banks and financiers must assist them."

BUT HE PAID UP.

Story of the Man Who Forgot Summer Time.

WAGER FOR £20 LOST.

This is the story of the man who forgot—and paid.

It concerns a middle-aged Birmingham sportsman who in former days was a notable midland athlete and who, is now a boot-maker.

While in the company of friends, he issued a challenge to run any one of them one hundred yards for a £20 bet with a yard start for the older man for each year's difference in age.

In his day he often broke 10 3/4 sec. for the 100 yards, and still keeps himself very fit, so he felt safe in issuing the challenge, and was delighted when one of his friends, a well-upholstered man about the same age as himself, who has never willingly run more than was necessary to catch an omnibus, accepted his challenge—on conditions.

The conditions were that the match was to take place at six o'clock in the morning and that whoever did not turn up to time was to be penalised one yard for every minute he kept the other waiting.

"You know what an unpunctual bouncer you are, Tom," said his adversary, "and I don't want to be hanging round for you at that time in the morning."

The challenger readily agreed to the conditions, and the match was made.

Feeling that the £20 was as good as his, the retired athlete rose early in the morning and drove through the drizzling rain to the selected venue, a sports ground at Selly Oak.

He arrived there at ten minutes to six, and his opponent immediately claimed fifty yards' start.

The stakeholder allowed this on the ground that the challenger was fifty minutes late. He had forgotten to put his clock forward when Summer time began.

So he lost the race, and his £20, and immediately issued another challenge to fight the man who invented Summer time, no matter how big he may be.

OUR MOUSE.

People keep puppies.

And people keep cats,

Some have white rabbits,

And some have white rats,

Some have poll-parrots,

Both stuffed and alive,

And old Farmer Brown

Has some bees in a hive,

But we've got a mouse

In our house!

People keep chickens,

And people keep cows,

My uncle keeps pigeons,

My aunt keeps Chows,

My cousins keep goldfish,

And guinea-pigs too—

But I just wonder what

They would say if they knew

That we've got a mouse

In our house!

TAIPO TOPICS.

(From the United Press War Staff Correspondent at the Front.)

The Kowloon Canton Railway, following the good example of leading Steamship Lines, propose to put into effect in the near future a twenty per cent. (20%) reduction in fares.

It is a very good job the thief who stole the tickets at Taiipo Station was so quickly collared on Tuesday last, otherwise grave suspicion would have rested on another party residing in the District who has had quite a lot to do with locks, horses and gates.

The following are a few well known Maxims and Minims:—
Ultimate degree of Cold.—As cold as the fringe on the Polar Bear's lug.
Maximum Speed.—As swift as an arrow flies.

Maximum Temperature.—As hot as "Hell" with the lid on.
Most Impenetrable Smoke Screen.—Laid by a K.C.R. locomotive.

Ultimate degree of Slow Speed.—As slow as a Tortoise Crawl.
Negative Slip of the Slowest revolving thing in the World.—The Public Works Department's attempt to complete Farr's Bridge at Shatin on the Taiipo Road.

At the last meeting of the Taiipo-cum-Fanning Urban District Council, the Burgomaster proposed to rename the Anopheles Maternity Home, "Sir Patrick's Mansions."

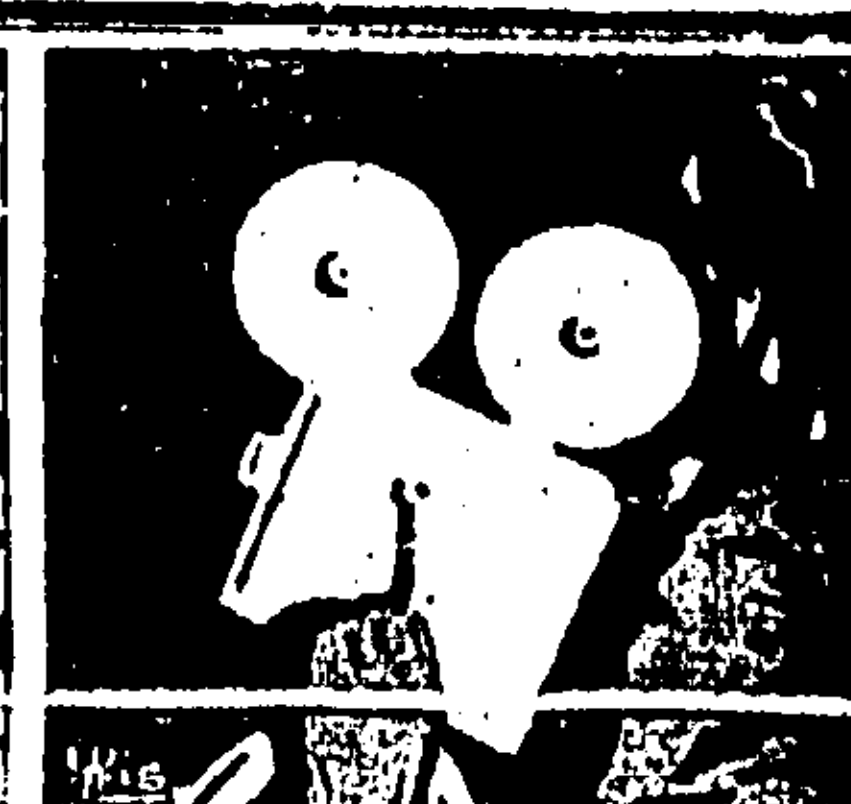
The local Poet Laureate took a trip as far as Taiipo in a motor car last week, experiencing some of the best hot holes and telephone cable trenches en route. Upon his return he quoted from Robert Burns's "Dependancy."

"O hiel! thou art a galling load,
Along a rough, a weary road,
To wretches such as I!"



AMUSEMENTS

OF HONG KONG.



SEE QUEEN'S HEAR

TO-DAY TO WEDNESDAY

**YOU'LL LAUGH
YOURSELF FAT!**

Those screaming "Caught Short" gals are in a new racket now! They make fat women thin—and thin women fat! They'll make you laugh louder than is normally considered polite! It's really the funniest film of the year!

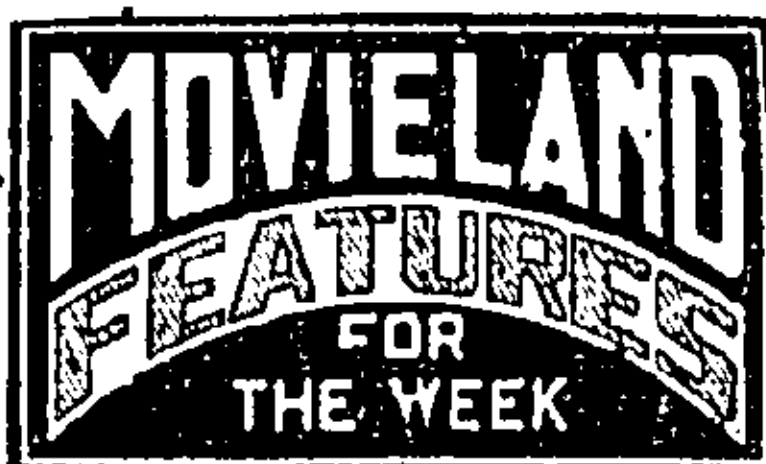


**MARIE
DRESSLER
POLLY
MORAN**
in METRO-GOLDWYN-MAYER'S
weight-lifting laughter
carnival! Come on
over and shake!

REDUCING

In the Cast:
**ANITA PAGE
LUCIEN LITTLEFIELD
WILLIAM COLLIER, JR.
SALLY EILERS**

Directed by
CHARLES F. RIESNER,
the man who made the famous
"Dressler-Moran success" "Caught Short".



QUEEN'S THEATRE.

Daily at 2.30, 5.10, 7.15 & 9.20.

To-day to Wednesday.—The inimitable team Marie Dressler and Polly Moran co-starring in an inimitable comedy "Reducing." With Anita Page, Lucien Littlefield, Sally Eilers and William Collier, Jr.

Thursday to Saturday.—Marion Davies and C. Aubrey Smith in the great David Belasco stage hit, "The Bachelor Father." A tale of spice and fun.

MARIE DRESSLER AND POLLY MORAN CO-STARRED AGAIN!

"Fun In a Beauty Parlour" might easily be a substitute title for "Reducing," the new Marie Dressler-Polly Moran co-starring comedy which will head the bill at the Queen's Theatre starting to-day.

In the same manner that the stock market served as the subject of fun in the successful "Caught Short," so are beauty parlours, their proprietors and their patrons used as the subject of the lampoons in the new attraction.

The story revolves about two sisters, Polly Roach, who has be-

come the successful New York beauty specialist, "Madame Rochay," and Marie, wife of a small-town mail carrier, portrayed by Lucien Littlefield.

Fun begins when Marie pilos her husband and three children, including Anita Page, onto a Pullman car en route to visit Madame Rochay.

The scenes which ensue will be familiar to those who have been in sleeping cars when a large family boarded the train in the middle of the night at some way-station.

Further humour is evolved when Marie becomes an employee in Polly's beauty establishment. Inexperienced with the various devices, she has the place in an uproar when she pulls the wrong levers and almost kills customers by blundering manipulation of the various reducing machines.

The laugh episodes reach their climax when in Polly's absence Marie tries to show the place to two inspectors from the health department. Polly returns to find chaos in her beauty parlour while her efforts to unscramble the tangle only make it worse and the uproarious sequence ends with Polly being hurried into a mud bath in all her finery.

According to Charles Riesner, the director, every possible adjunct of a beauty parlour, including permanent wave machines, steam rooms, showers, swimming pool, etc., was used to obtain laughs.

The underlying drama is provided by the growth of jealousy between Anita Page and Polly's spoiled daughter, played by Sally

MARIE DRESSLER.

Marie Dressler was born in Coburg, Canada. She ran away when fourteen years old, joining a roving light opera troupe. She has gone all the way up in musical showbiz from chorus girl to star. Her first big part was in the old Weber-Felds shows. She then played three years with Weber when he split with his partner. Her greatest stage triumph came in "Tillie's Nightmare," which she later made into a motion picture. "Tillie's Punctured Romance," with Mabel Normand and Charlie Chaplin. This made her a screen star. She is five feet seven inches tall, weighs two hundred pounds and has green eyes and brown hair. She is fond of writing and cooking, playing the piano for diversion. She is an inveterate traveller and when not in a picture is off to Berlin, Rome, Paris or Vienna. Her picture triumphs include "Let Us Be Gay," "Anna Christie," "Caught Short," with Polly Moran, and most recently "Min and Bill," with Wallace Beery and Dorothy Jordan.

(Continued from previous column.) Eilers, last seen opposite Buster Keaton in "Dough Boys." A wealthy young man, William Collier, Jr., complicates the affair by interposing himself in a romance between Miss Page and William Bakewell. When the affair reaches a climax, Marie steps into the breach and consummates a tumultuous midnight marriage—but to outline the rest of the story would be giving away too much of the plot.

**"BACHELOR FATHER" DEPICTS
MARION DAVIES AS EAST
SIDE WIFE WHO
CRASHES SOCIETY.**

"The Bachelor Father," which will come on Thursday to the Queen's Theatre as a new Metro-Goldwyn-Mayer talking picture, stars Marion Davies, the vivacious blonde comedienne and is regarded as an ideal vehicle for her talents.

The Belasco stage hit, written by Edward Childs Carpenter, enjoyed a tremendous international success two seasons ago, playing to capacity audiences on Broadway for nine months and repeating a record run in London as well as on the road in both countries.

Edward Johnson, who is responsible for the screen treatment, is a noted New York playwright, having written "It's a Wise Child," one of the year's outstanding hits.

A host of Britishers, other than Smith and Forbes, are included in supporting roles. Doris Lloyd, David Torrence, Ray Milland, Edgar Norton, Halliwell Hobbes and Elizabeth Murray all filling important parts.

Included in the cast are Guinn Williams, who essays the role of the American aviator, Nena Quar-laro as the Italian girl and James Gordon as the attorney.

Most of the action takes place on the English estate of Sir Basil Wintertonbottom, where Miss Davies, as a Hogan's Alley wife, takes her place as the baronet's long-lost daughter. In the hilarious complications, she wins the affections of the dashing young barrister as

HARDWORKING ANITA PAGE.

Anita Page continues to be about to be Hollywood's busiest blonde.

No sooner had she completed "Our Blushing Bride," than she was rushed into "War Nurse." After that production she planned to take a short vacation but along came Marie Dressler and Polly Moran requesting that she play the young girl lead in their latest co-starring comedy, "Reducing," which opens to-day at the Queen's Theatre.

So Anita had to pack her make-up kit again and report for more work at the Metro-Goldwyn-Mayer studios.

well as the heart of the grumpy old Britisher. She is revealed as an impostor, however, and she stows aboard a trans-Atlantic aeroplane to escape the disgrace heaped upon her. A crash at the takeoff saves her life and brings her back to the estate, more welcome and loved than before.

According to preview critics, this is Miss Davies' funniest talkie and is hailed as her best performance to date, establishing new high levels in humour and hilarity. Leonard's job of direction is said to be particularly noteworthy, especially in the handling of the exciting crash of the big trimotored plane in the trees.

The picture has been filmed with abundant production values and Miss Davies' new costume ensembles are bound to interest the feminine audiences.

**COMPLETE SURRENDER FINAL
TITLE OF CRAWFORD FILM.**

Complete Surrender has been selected as final title for Joan Crawford's new Metro-Goldwyn-Mayer starring film. This is an adaptation of Kenyon Nicholson's stage play, "The Torch Song," and was directed by Harry Beaumont, with a supporting cast including Johnny Mack Brown, Marjorie Rambeau and Neil Hamilton.

MARION DAVIES.

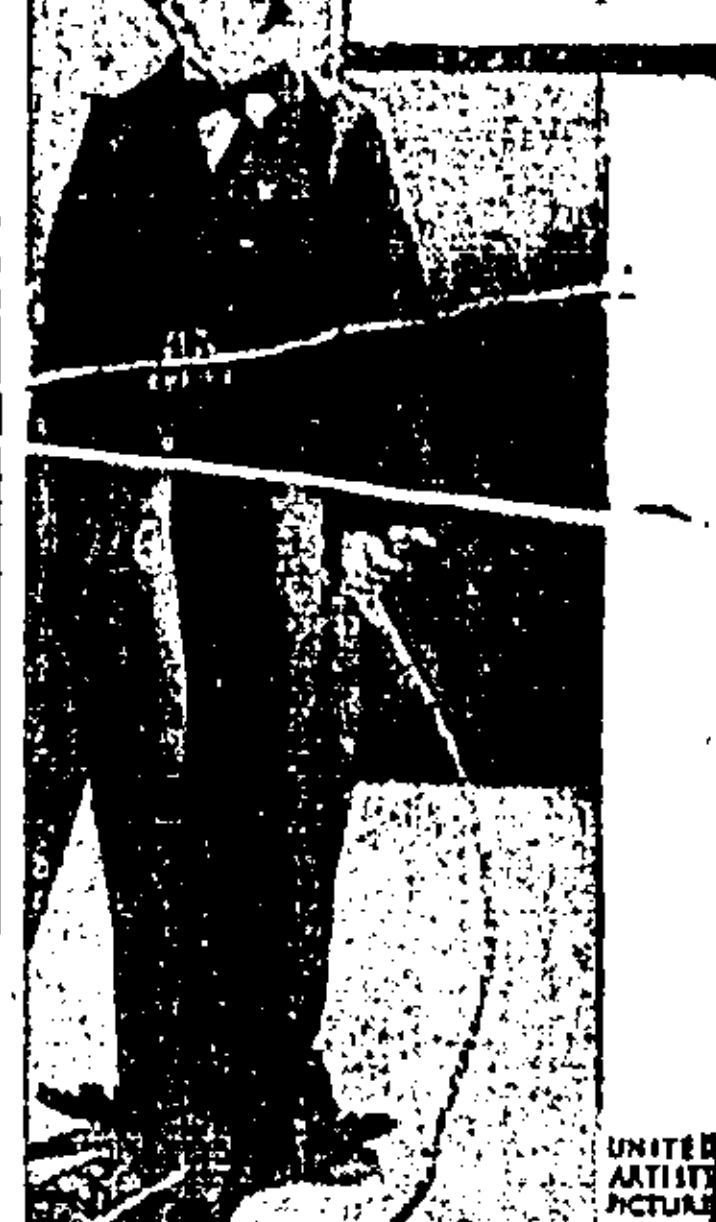
Born in Brooklyn, daughter of Judge Bernard Davies. Graduated from the convent of the Sacred Heart, Hastings, N.Y. Modelled for dresses in Fifth Avenue shop. First stage job in chorus of "Chu Chin Chow." Graduated to dancing partner in "Oh Boy" and then featured in Follies. Posed for Howard Chandler Christy and Harrison Fisher and became so well known that Ziegfeld billed her as "The Girl on the Magazine Cover." Induced to enter pictures as the result of amateur film made on Florida beach during a holiday. First picture "Runaway Romance." Achieved recognition in such costume productions as "When Knights Hood was in Flower," "Little Old New York," "Yolanda" and "Lights of Old Broadway." First talkie "Marianne," huge success. Subsequently scored in "Not So Dumb" and "The Flordora Girl." Latest picture, "The Bachelor Father," adapted from Broadway hit. Known as the leading comedienne on screen to-day.

COMING SHORTLY

A High Hat of
the Alley!

**CHARLIE BREAKS
INTO SOCIETY!**

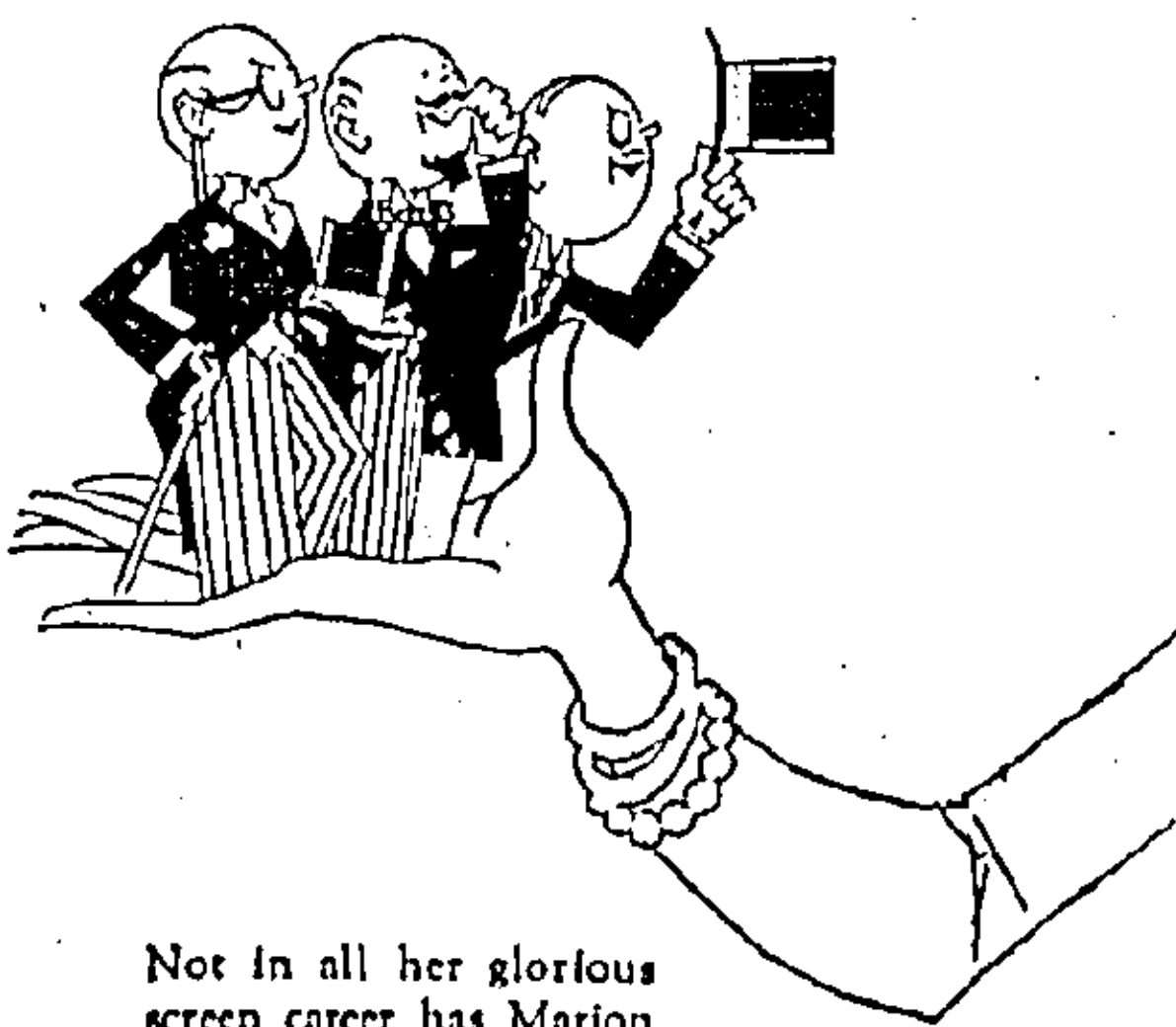
A new note in
screen entertainment
with the
master funster at
his funniest.



**Charlie Chaplin
CITY LIGHTS!**
WRITTEN DIRECTED & PRODUCED BY
CHARLES CHAPLIN

THURSDAY TO SATURDAY

**It's a WISE CHILD
that knows ITS
OWN FATHER!**



Not in all her glorious screen career has Marion Davies had a role so rich with fun and thrills and romance. No wonder! It's the celebrated Belasco stage play that ran for months on Broadway. Now its fame increases with this perfect entertainment of the talkies! Don't miss the best of the year!



MARION DAVIES
in the screamingly funny
picture with a heart-throb!

**THE BACHELOR
FATHER**

with **RALPH FORBES—C. AUBREY SMITH**
Based on the play by **EDWARD CHILDS CARPENTER**

A Metro-Goldwyn-Mayer **ALL TALKING**
PICTURE

COMING SOON
PARAMOUNT'S EXQUISITE TROPICAL
PRODUCTION
"TABU"
See this picture and encourage more like it.

CENTRAL
SEE THEATRE HEAR

COMING SOON
A UNIVERSAL SUPER-PRODUCTION
"PHANTOM OF THE OPERA"
LON CHANEY'S LAST IN MOVIELAND.

LOOK OUT

For Brand New Super-Productions
of Filmland at

CENTRAL THEATRE

TABU—A Paramount 1931 super-production just released. It's a picture of exquisite tropical beauty, the last work of that master of the screen, Murnau, director of "The Last Laugh," introducing a story of the South Seas, made with a native cast. It concludes with a veritable screen poem of tragedy.

PHANTOM OF THE OPERA—A Universal 1931 Special. A mysterious "Talkie" with every player in full dialogue, except the leading man LON CHANEY.

RIGHT TO LOVE—A 1931 Paramount super-production starring the sweet Ruth Chatterton.

QUEEN HIGH—Another 1931 Paramount production.

RESURRECTION—A Universal 1931 all dialogue super-production.

DRACULA—Another Universal super-production. Superstition of yesterday may be a fact of the world of science of to-day is explained in this picture. It's mysterious all through.

KICK IN—Clara Bow's latest with plenty of "IT."

STOLEN HEAVEN—Nancy Carroll's best of the Season.

There are plenty of super-productions still on the make booked. Always watch our announcements for real good talking pictures.

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 P.M.

ZANE GREY'S

FIGHTING CARAVANS



WITH
GARY COOPER
LILY DAMITA, ERNEST TORRENCE
FRED KOHLER, TULLY MARSHALL
A Paramount Picture

It lifts you right out of your seat with the fierceness of its throbbing action! It makes you feel that you, yourself, are living these great adventures, experiencing these hair-raising dangers! And coming through, triumphant, to the new, promised land of the Golden West!

Don't Miss It!

GARRY COOPER
LEADS IN BIGGEST
OUTDOOR LOVE DRAMA.

"Fighting Caravans," the thrilling and spectacular drama of the battle of pioneers who bent new trails across the continent of America, is the tremendous attraction which the Central Theatre is commencing to show to-day. Gary Cooper and Lily Damita head an exceptionally large and forceful cast of well known screen favorites in this epic picture of the forefathers of the American West.

"Fighting Caravans" has been filmed on the same gigantic scale which made "The Covered Wagon" a never-to-be-forgotten screen presentation. The lives, the equipment, the characters, even the dangers and privations of those forward-pushing days have been reconstructed, and brought to life on the screen, in the breath-taking production that will make moving picture history.

Into the intense atmosphere of the frontier-busting caravan is introduced a tender romance, between Gary Cooper, the swagging, devil-may-care junior scout of the expedition, and Lily Damita, French girl immigrant, whose father dies during the grueling march, leaving her alone, with a giant wagon and a valuable cargo, to carry on to the Land of Gold. Cooper, tempted to take advantage of the girl's helpless position, is quickly brought to his senses by her indomitable will. Their romance blossoms in danger and bursts into full bloom as the struggling caravan struggles into Eldorado.

"Fighting Caravans" is Zane Grey's best seller novel brought to the screen, made to live against the gorgeous natural backgrounds of the California High Sierras. In the cast are Ernest Torrence and Tully Marshall those two old scouts of "The Covered Wagon."

LILY DAMITA'S
BRIEF BIOG.

Among Hollywood women, Lily Damita is one of the most beautiful ones. No star boasts such long hair. She wears it loose, even off screen. Her film parts have all featured these far-flung locks. Her eyes are green-gray, almost oriental. Her gleaming white teeth could serve as a model for a company manufacturing dentifrices. She knows most of the celebrities of the film colony, but her devoted friends are Prince Louis Ferdinand, second son of the former Crown Prince of Germany, and Prince George, French and fun-loving, she went to the United States of America to feature in two silent pictures, and find herself almost overwhelmed by the overnight growth of talking pictures.

Miss Damita, a former dancer, went to the United States of America under contract to Samuel Goldwyn, after a career in European pictures. Talking pictures were just entering the entertainment world when she arrived in America. She played two featured roles, with Ronald Colman in "Rescue," and in "The Bridge of San Luis Rey," and then, because she didn't speak English, she seemed lost to the American screen. But Miss Damita resolve to stay in the United States and to win herself a place in talking pictures. Night and day, for months, she studied English and voice culture, and then, because stage experience seemed necessary, she got herself a stage role in "Scars of Guns" and panicked New York.

Equipped with this experience and knowledge, she returned to Hollywood, and to talking pictures. To-day she seems slated for early stardom, following her wonderful portrayal in Paramount's "Fighting Caravans."

Lily Damita is known as "The Doll of Paris" in France. In Spain, they call her "La Mita," tiny lady. This courageous and beautiful woman is only five feet three inches tall and weighs 114 pounds.

COMING SOON

THE CAT CREEPS



The Creepiest, Laughiest, Shiveriest, Funniest Mystery Play ever screened. From the stage success by John Willard.

A Super Cast with

HELEN TWELVETREES.

Lilyann Tashman, Raymond Hackett, Jean Hersholt, Nell Hamilton and Montagu Love.

"THE CAT CREEPS" BIG HIT,
GREAT CAST IN MYSTERY FILM.

A breathless quality of suspense pervades "The Cat Creeps," the Universal mystery drama which is the next attraction of the Central Theatre. The very atmosphere is heavy with dread, and there are many hair-raising moments when the auditor feels impelled to relieve pent-up emotions with a lusty shriek. This story was adapted from the famous stage "thriller" "The Cat and the Canary," and on the screen it is more effective than it was on the stage, where it has long been recognised as one of the most spine-tingling plays ever written.

A great cast interprets the screen production, with Helen Twelvetroes bringing her blonde beauty and her undoubtedly powerful histrionic talent to the principal feminine role. Appearing opposite her is Raymond Hackett, who contributes an altogether pleasing performance as Paul, a young man who is just a little bit afraid of ghosts, in spite of himself. Jean Hersholt and Montagu Love enact their roles with forceful artistry for which they are well known, and the bright sport is added to the picture by the blasé wise-cracking of the irresponsible Lilyann Tashman. Other capable performances are given by Lawrence Grant, Theodore von Eltz, Blanche Frederick, Nell Hamilton and Elizabeth Patterson.

The production has been well directed by Rupert Julian, who has maintained the uncanny atmosphere of suspense throughout. The entire story of "The Cat Creeps" is laid within a gloomy mansion which has not been occupied for twenty years, but to which a group of relatives have been summoned at midnight to listen to the reading of the will of its former eccentric owner. The sinister reputation of the house is fully borne out by the terrifying events of the night, culminating in the mysterious murder of one of the guests, and the mystery is only solved after several hours of terror.

"The Cat Creeps" can be recommended as the greatest mystery story to reach the talking screen. Undoubtedly, you will enjoy it.

A COMPLETE MYSTERY.

Who killed Lawyer Crosby? Who out of a half dozen people gathered in a deserted house at midnight, murdered the one man who seemed to have discovered the source of the mysterious power which manaced them all?

This is the question which confronts a group of relatives called together to hear the reading of Cyrus West's will—the occasion which gives rise to the startling series of events that will be shown in "The Cat Creeps," a mystery talkie which is coming to the Central Theatre soon.

Prepare to come and see the biggest mystery picture ever presented in the talking screen, and see if you can solve the problem before the picture is concluded. If you can, then you are a marvel, and be sure that you will make a great detective out of yourself.

INTERIOR OF BIG MANSION
BUILT FOR "CAT CREEPS."

The entire interior of a stately mansion was constructed at the Universal studios for scenes in the new all-star production, "The Cat Creeps," when made.

Since practically the entire action of the thrilling mystery story takes place within the house, unusual attention was lavished on this gigantic set, and the result was a complete house, including rooms upstairs and down. The great library, central room of the mansion, comes to the screen as a marvel of completeness with its walls lined with many thousands of books.

Robert Flaherty, who collaborated on the story with Murnau was the director of the famous "Nanook of the North."

The word "tabu," used as title of this rare picture is explained, according to Robert J. Flaherty, co-director of the film, as meaning "sacred," "untouchable," "beyond the reach of ordinary human."

LOVE IN A LAND OF
LOVE DEPICTED BY
"TUBA"
SOUTH SEA ISLAND FILM.

"Love in the land where love began."

That is what one Hollywood writer calls "Tabu," the F. W. Murnau feature picture of the South Sea Island life which will come to the Central Theatre very soon.

"Tabu" is the story of a primitive love between Reri, a beautiful Polynesian girl of the island of Bora Bora and her handsome lover, Matahi, a youth of the same tribe.

They live happily in the carefree joyousness with which all the natives seem to be endowed. But their romance is threatened when the chief of the islands arrives to announce that Reri has been honoured as the Chosen One, the maid will henceforth be set apart from all others. She is to be "tabu"—that is, unattainable, beyond the possession of any man. None is to desire her. He who does, must suffer death.

With Hiti, the chief, takes her away, Matahi follows and steals her from the righteous-minded old leader. Reri and Matahi go to a far away island where he succeeds for a time as a pearl-fisher, earning money which they spend freely in feasts and semi-civilised carryings-on. But old Hiti finds them out and threatens Matahi with death unless he gives up his loved one.

In order to save her lover Reri goes with Hiti. Matahi learns of this in time to follow the departing boat. He swims manfully, desperately, to rescue her. The ending is dramatic, full of heart stirring emotion.

Murnau, the director, was for two years while working as a Hollywood director, named twice by Film Daily as among the "best ten." His "Sunrise" was one of the most important films ever made in the old silent days. Upon his return to Hollywood after making "Tabu," he was killed in a most unfortunate automobile accident in California on March 11, 1931.

(Continued at foot of preceding column.)

COMING SOON

PARAMOUNT'S MAY PRODUCTION
A RARE SOUTH SEA PICTURE

forbidden

Loveliest daughter of the South Seas . . . she was set aside for the love of the Gods . . . but Matahi, that bronzed young giant wanted her . . . and he feared neither Gods nor man.



F. W. MURNAU'S
Crowning Achievement

TABU

A Paramount Release

Produced by the director of "Last Laugh," and "Four Days in Hell," in collaboration with ROBERT FLAHERTY, producer of "Nanook of the North."

The first romance of the South Seas the camera has ever caught portrayed by an all native cast!

A thrilling story of uncivilized love with radiant Reri, loveliest daughter of the South Seas and handsome fearless Matahi, broad of shoulder, long of limb.

Physical stars by HUDD RUSSELL.

You must not miss
this rare production
of a "Forbidden"
Scene.

See this rapturous story of uncivilized love!
Feel the thrill of the Tropics!
The wild rhythm of the mad love dance
will make your pulse quicker!

SEND THIS SUPPLEMENT
HOME WITH THE
Overland China Mail.

Hongkong Sunday Herald.

ILLUSTRATED SUPPLEMENT

SEND THIS SUPPLEMENT
HOME WITH THE
Overland China Mail.

HONG KONG, SUNDAY, JUNE 21, 1931.

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Perfumes, Powders,
Toilet Requisites,
Beauty Preparations
and

DRUGS OF EVERY DESCRIPTION.

PARKE DAVIS PRODUCTS A
SPECIALITY.

THE CHINA DISPENSARY

82, Queen's Road, Central.



Something to be thankful for

Life would be very drab if we did nothing but criticise. Usually we can find many things to be thankful for and therein lies our salvation. All the bad things might be worse and many of the good things better, but nothing can be better than TAIKOO CUBE SUGAR. This is the Queen of Table Sugars which for convenience, wholesome appearance, and sweetening power cannot be surpassed.

TAIKOO PURE CANE SUGAR

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GIRL GUIDES CONGREGATE.—A group of guests who attended the tea party given by Mrs. W. T. Southern as a farewell to Mrs. T. H. King and Miss Dudley and a welcome to Mrs. E. B. Reed. Lady Peel presented the Prince of Wales Banner to the winning company.



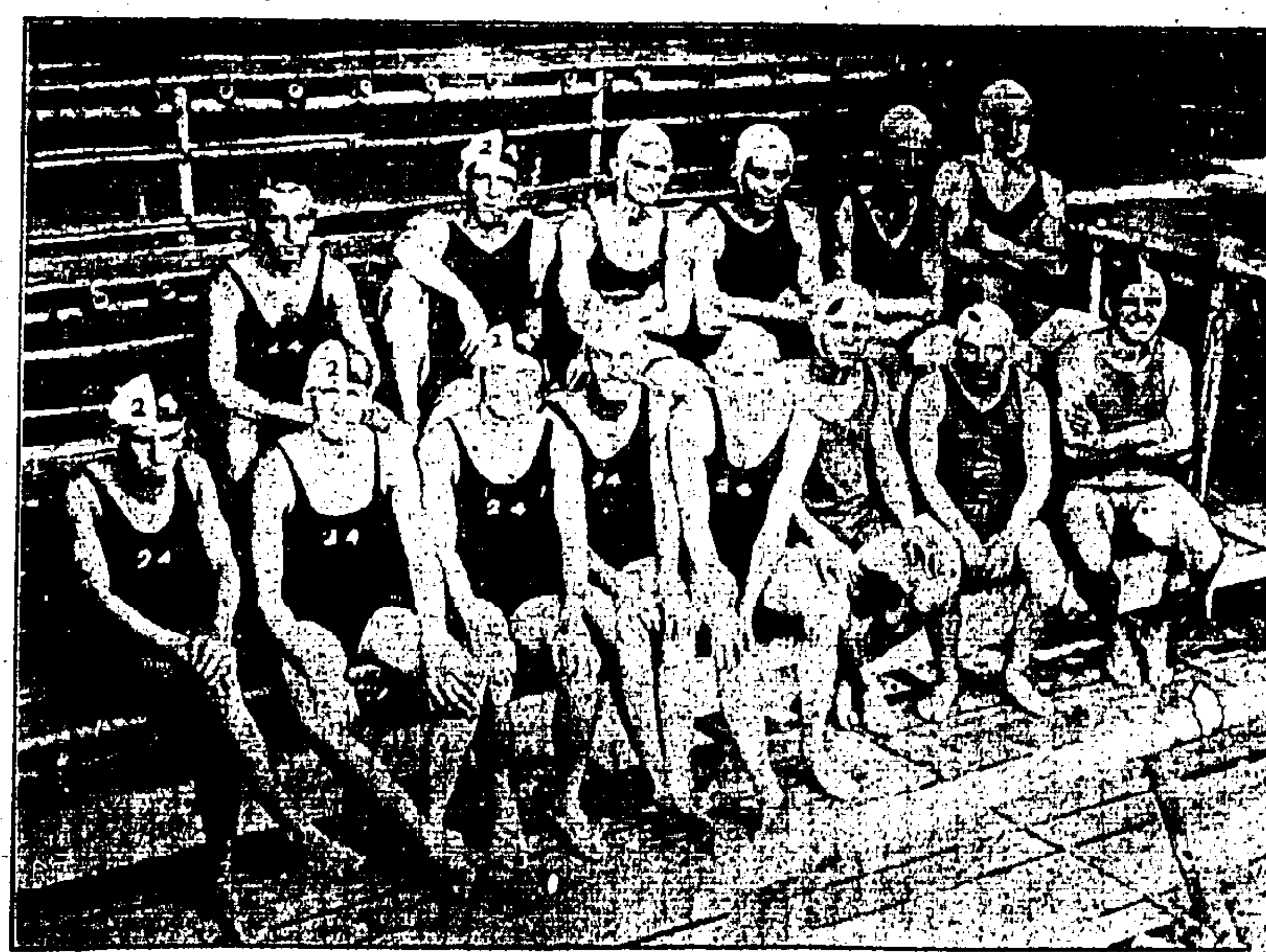
PRINCE OF WALES BANNER.—Lady Peel, President of the Hong Kong Girl Guides Association about to present the Prince of Wales Banner to the winning company of Girl Guides, 3rd Hong Kong (Bell-lin' Public School).



PALMING IT OFF.—In her latest picture for Metro-Goldwyn-Mayer, Conchita Montenegro appears as a South Sea Island charmer.



GUIDE PARTY.—The President of the Hong Kong Girl Guides Association, Lady Peel and other guests, at the party given by the Colony Commissioner recently.



WATER POLO LEAGUE.—In a first division encounter in the Water Polo League on June 17 at the V.R.C., the Navy defeated the South Wales Borderers by three-nil.—(K. Fujisawa.)



REDAWN AND EUROPEAN SHIPS.—The Redawn and European ships are seen in the harbor at Hong Kong.



What are you afraid of?

Look at me! I have taken Gualacose for a long time. It keeps me free from colds. I can feel how it strengthens me and helps me to resist infection.

Colds are dangerous. They carry in themselves the seeds of severe and lasting diseases, such as catarrh, bronchitis, and lung troubles. To prevent them, you must take proper precautions. The best preventive is Gualacose. It protects and strengthens the body and raises its powers of resistance.



Gualacose
Diseases of the respiratory organs

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Fortnightly on TUESDAYS.

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First class fare from Hong Kong to Genoa \$100.15.0

First class fares from Hong Kong to Southampton, \$108.15.0

Supplement for conveyance from SOURABAYA to
BATAVIA by K.P.M. £6.5.0; by rail \$4.0.0.

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THE CHINESE RESTAURANT, LTD.
OPEN DAILY 11 A.M. TO MIDNIGHT.

We take pleasure in offering the following special menus for the consideration of our patrons. These special menus are prepared by our expert chef.

MENU.

1. Stewed Shark's Fins with Chicken Slices.
2. Stewed Fresh Mushrooms with Crab Meat.
3. Stewed Pigeons with Water Caltrop.
4. Steamed Duck Meat with Fresh Lotus in Special Gravy.
5. Mixed, Steamed Rice in Fresh Lilyleaf.
6. Sweet Water Nut Gruel.

PRICE : — \$2. per dinner per head.

1. Stewed Shark's Fins with Chicken Slices.
2. Stewed Fresh Mushrooms with Crab Meat.
3. Stewed Pigeons with Water Caltrop.
4. Mixed, Steamed Rice in Fresh Lilyleaf.
5. Sweet Water Nut Gruel.

PRICE : — \$1.50 per dinner per head.

There is a special a la carte menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, swan, shark's fins, bird's nest soup, boiled or fried partridge, pigeons, as well as one hundred other delicacies too numerous to enumerate.

THE CHINESE RESTAURANT, LTD.
26, Des Voeux Road Central.
S. C. LUM (Manager).

The WOMAN'S Page



A large variety of "Kleinerts" bathing caps are now on view at Sincere's. The models are attractive and can be obtained in all colours.

In Paris, brightly coloured shirts as well as white are worn with dark suits. Yellow crepe de Chine with navy is smart, or the new red-pink with brown.

Darkest olive-green shares popularity with black for street suits, and looks charming with a splash of colour for the shirt and scarf. Tulle or banana-green is good with the dark suit, and mushroom with brown.

The large coloured beads should take similar colouring. But with the white and pale tone in washing blouses and decorative cambric a necklace of white china beads shares with crystal a certain favour.

VARIETY IN BLOUSES.

Sleeves That Give The New Note.

The Hon. Mrs. C. W. Forester writes in the London Telegraph: The blouse is certainly a very important part of the season's wardrobe. Suitable blouses are there, both of the basqued and "tuck-in" variety, such as the dress designer intends for wearing with the simple or more elaborate suit.

The real change in the character of the blouse, and the simpler shirt-blouse, is that sleeves can be fully long, of the new short elbow length, or no sleeves at all. It is largely a question for the individual. The practical shirt or the satin blouse for wearing with tweed or serge tailored suits is best when cut with the long sleeve.

Youth looks charming in the frilly lingerie sort of blouse, with its short sleeve and neck finished with hand-work of summery character, such as is often worn without (as well as under) the new short jackets.

No sleeves at all are perhaps the most comfortable of all when the blouse is an integral part of the ensemble itself. It must be also remembered that either the long fitting sleeve or the entirely sleeveless model is more slimming in effect.

The same laws of proportion apply to the "tucked-in" type or "overblouse." Again, the former is best for slim youth. Those "tucked-in" short-sleeved affairs in washing, short-sleeved or broderie anglaise are gay and summery. They suit those who can wear the new "belted" Russian jacket blouse which is often part of the costume itself, or a contrast. The new "jacket-blouses," belted and basqued, are smart in white satin worn over some variety in a pleated black skirt. In fact, these short Russian blouses in contrasting coloured fabric are gradually taking the place of the belted fur coats of spring.

Among the more elaborate over-blouses that can be well worn without a coat are those of embroidery and lace, or two faces (crochet and needlework pattern) together. The coarse and fine makes are effectively presented in pastel shadings such as biscuit,



NIGHTGOWNS, TO GO.

More Individuality In Pyjamas.

[By Irene Adair.]

In spite of the fact that "fluffy" undies are the vogue, and nightgowns are very decorative, pyjamas are preferred by many girls. In attractively designed trousseaux

QUICKLY-MADE, SCONES.

Sieve 4oz. flour, a pinch of salt, and half a teaspoonful of baking powder together, rub in 2oz. of butter, add one tablespoonful of milk, and mix thoroughly. Cut into rounds, place on a well-floured baking tin, and bake in a fairly hot oven for ten to fifteen minutes.

These quantities are sufficient for eight scones, which are best served hot, split and buttered, but are quite good cold eaten with butter, or, for a change, split and spread with anchovy butter and served hot.

For the savoury butter round four fillets of anchovy (having first scraped off the skin), mix with enough butter to make a nice paste, and add a drop or so of carmine to make it a pale pink.

there is to be found at least one pair of pyjamas, which may be face trimmed, worked with many tucks, or richly embroidered for there is nothing stereotyped about the detail.

The mode decrees jumper tops either on elastic to pouch over the trousers, or straight and tucked-in, and always they are sleeveless.

But in the trimmings there is individuality. Geometrical designs are applied in many colours. Rouleaux make scroll designs. Perhaps they are hand-painted. Silk stockinette in the popular material for summer pyjamas, though fine wools are also used.

But, whatever the material, the most frequent style is for a plain jumper with trousers and coat patterned, or if a pastel tint constitutes the jumper, then a bright colour is seen in coat and trousers. Tiny blue circles printed on a plain stockinette are piquant and not sufficiently strong to confuse an all cream colour scheme.

Silk Braces.

Interesting are the pyjamas of flowered and plain silk, the pattern in rose, lemon and blue coming in



the trousers and coat, and plain lemon as the jumper-top. Braces of the flowered silk are then added merely for decoration.

Often, it is difficult to decide whether one's pyjamas are really intended for smart beach wear or to slumber in, they are so similar in material, colour and design.

Most of the pyjamas have a coat to add the final touch of chic. Perhaps the sleeves of the coat are trimmed with three flat frills, and more frills go on each trouser leg, but it is the decree of all fashions just now that no effect shall be untidy, however intricate it may be, and circular frills are apt to be carelessly laundered.

LOVE AS AN AID TO DIGESTION.

Nagging Shortens Life.

When a girl falls in love:— She digests better; Her hair possesses more sheen, her skin more gloss; All foods taste good; Her intake becomes a modern nectar; and

Her output is music and laughter, singing and the joyous dance. Thus, Dr. Josiah Oldfield, in an address on "keeping well," which he delivered at the annual meeting in London of the Lady Margaret Frutitarian Hospital.

"Every woman who nags at her husband shortens his life," he declared.

"The wife has at the same time taken the first step towards becoming haggard, ugly and old."

The first maxim was: "No temper at the table."

When a man went purple with passion he was injuring the chambers of his heart; and

When a woman went green with jealousy her hepatic duct was being strained.

All the essentials for developing the body and keeping it in permanent health were contained in food of which there were four great classes of special importance.

Papery and Apples.

Dr. Oldfield said the first embraced the apple tribe, the most powerful medicinal foods we possess for keeping the body clean.

In the second group were grapes and raisins. They cured chest ailments.

Thirdly came the orange and lemon and grape fruit tribe, which, he said, were powerful beyond all drugs in their effect in cases of fevers and feverish colds.

Finally came food for the nerves. "Our great grandmothers," said Dr. Oldfield, "were wise in giving herb teas and vegetable broths and watercress salads to anemic and weakly girls."



Two smart "Kleinerts" bathing caps in unique styles which form part of the special collection now being displayed at Sincere's

Ladies' Wear Specialists.

Opposite
Star Theatre
Kowloon.
Tel. 56814.

L'ECLAT

The Felix Hat Shop.

CHATER ROAD, NEXT TO MOUTRIES

JUST OPENED A LARGE CONSIGNMENT OF

"BETH" & "KENMORE" MODELS

EVERY HAT AN INDIVIDUAL STYLE.



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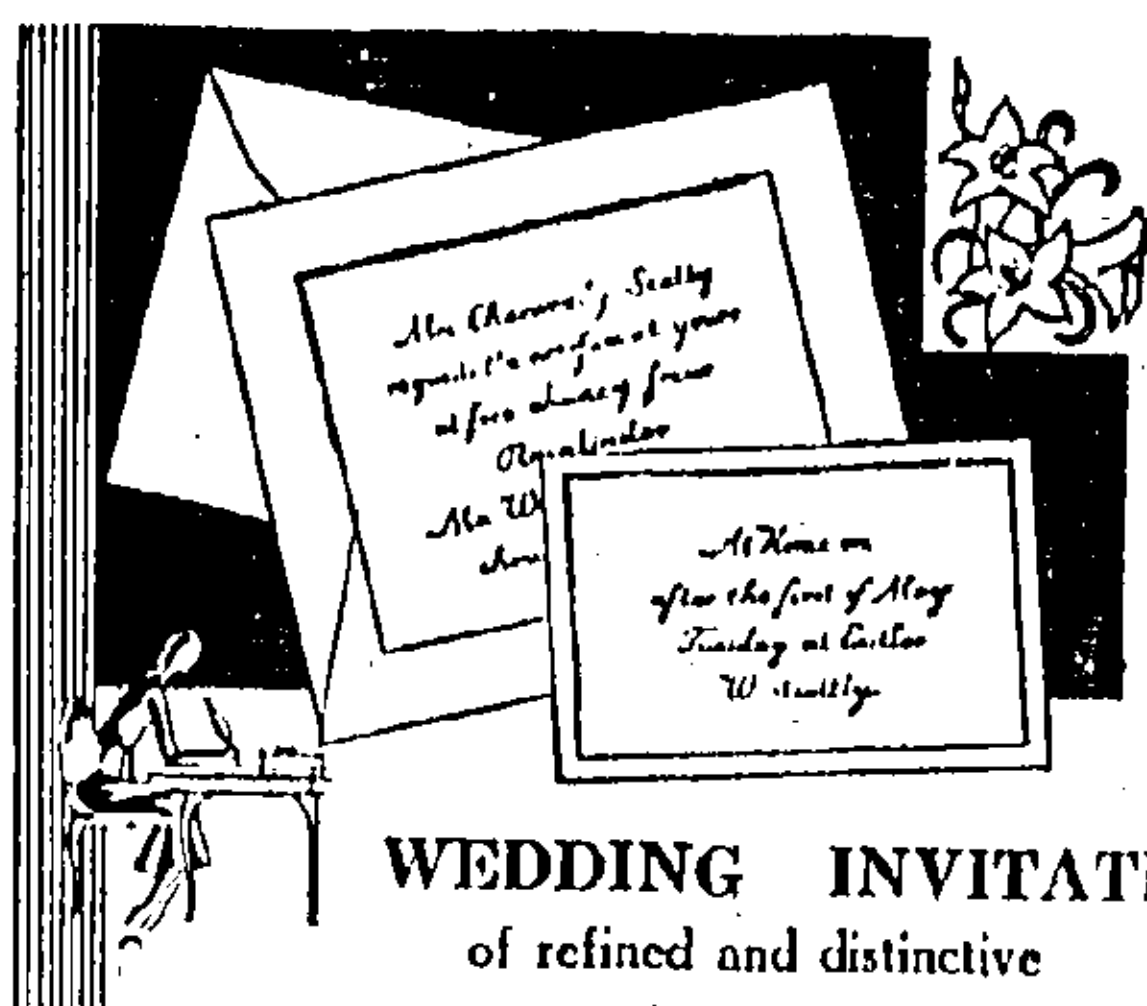
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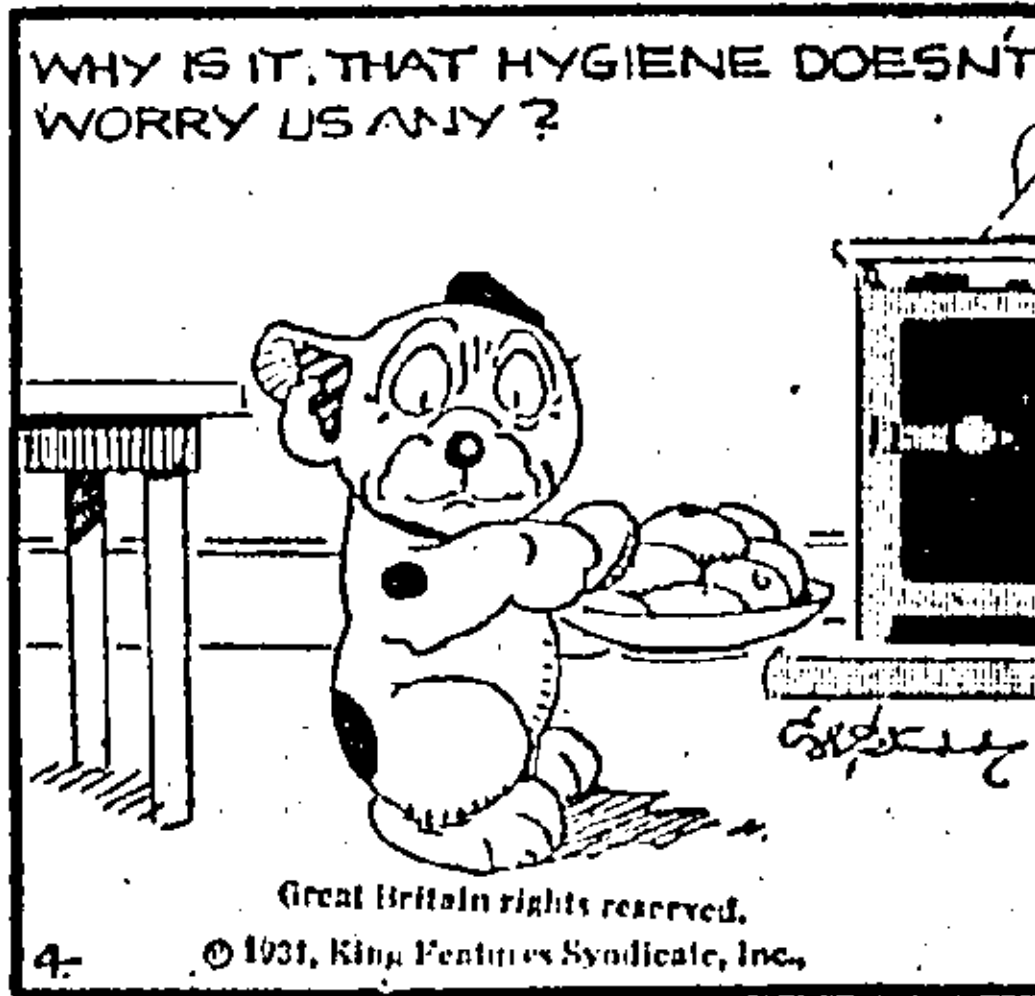
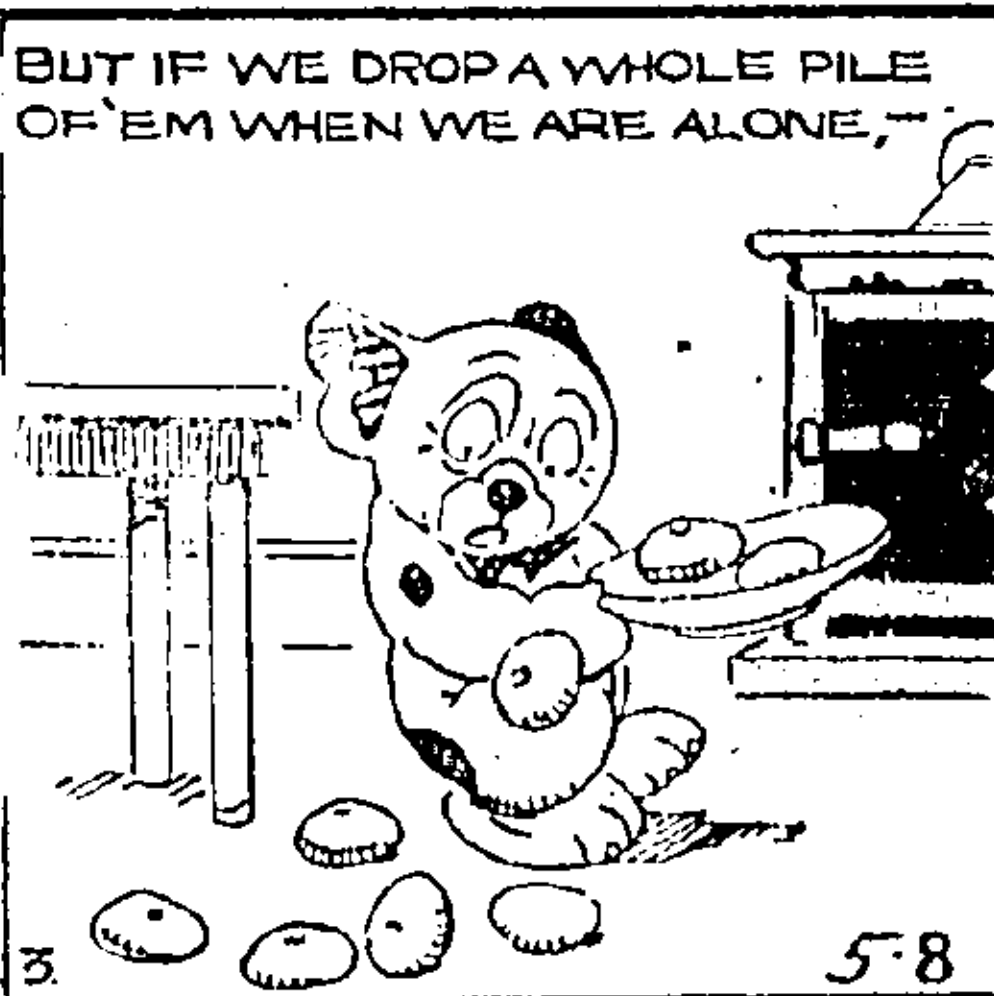
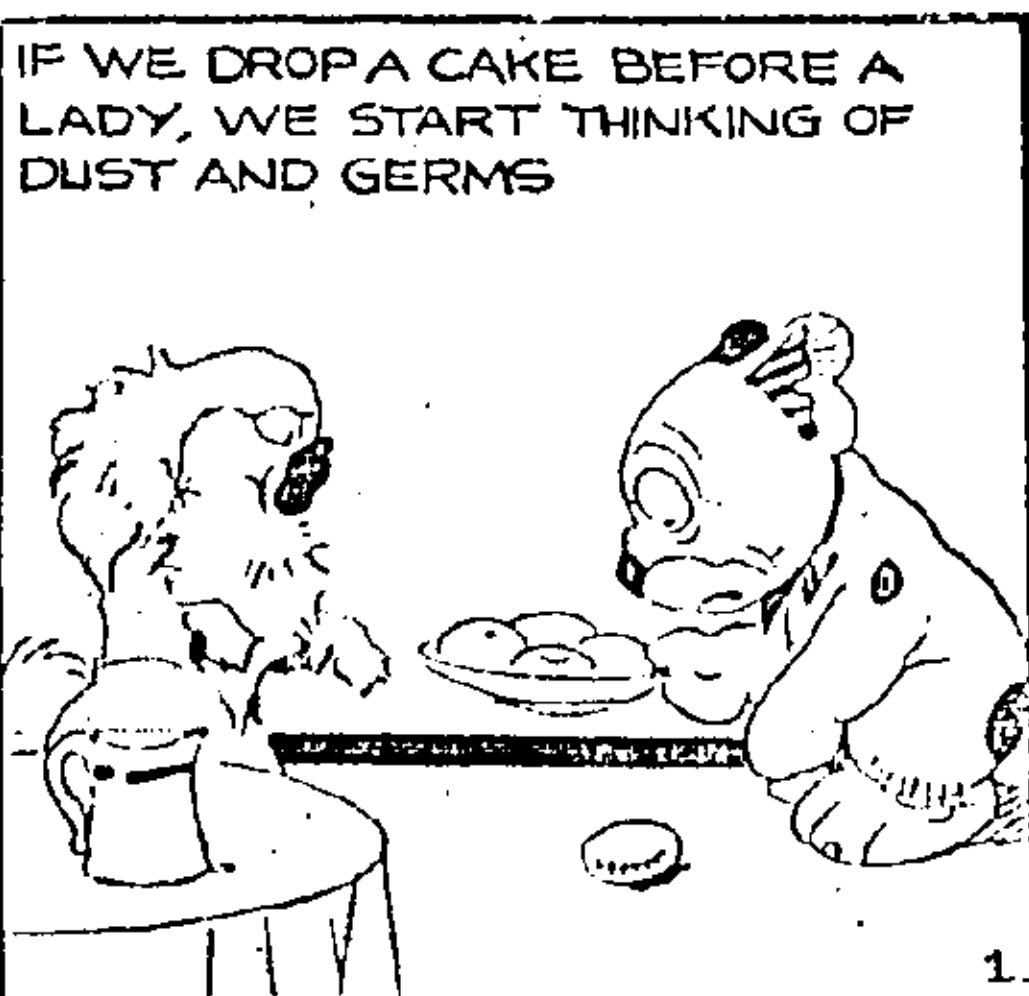
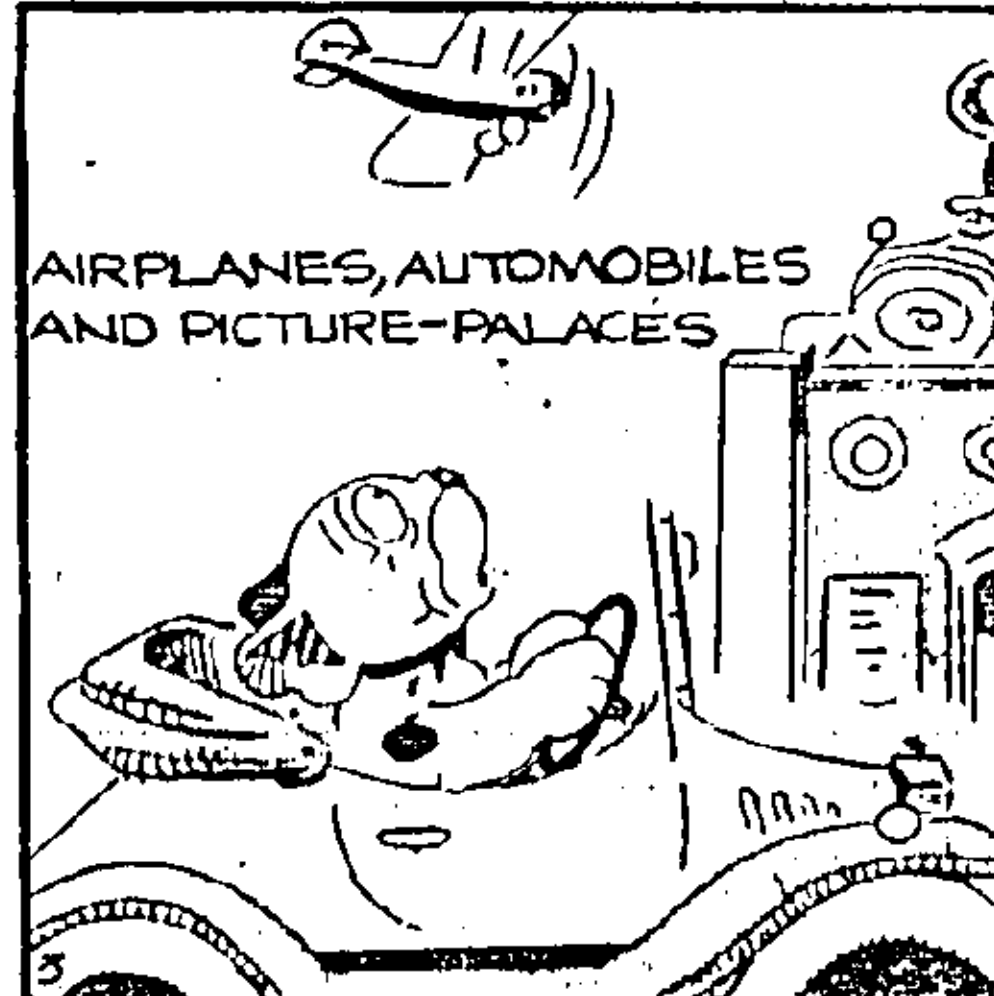
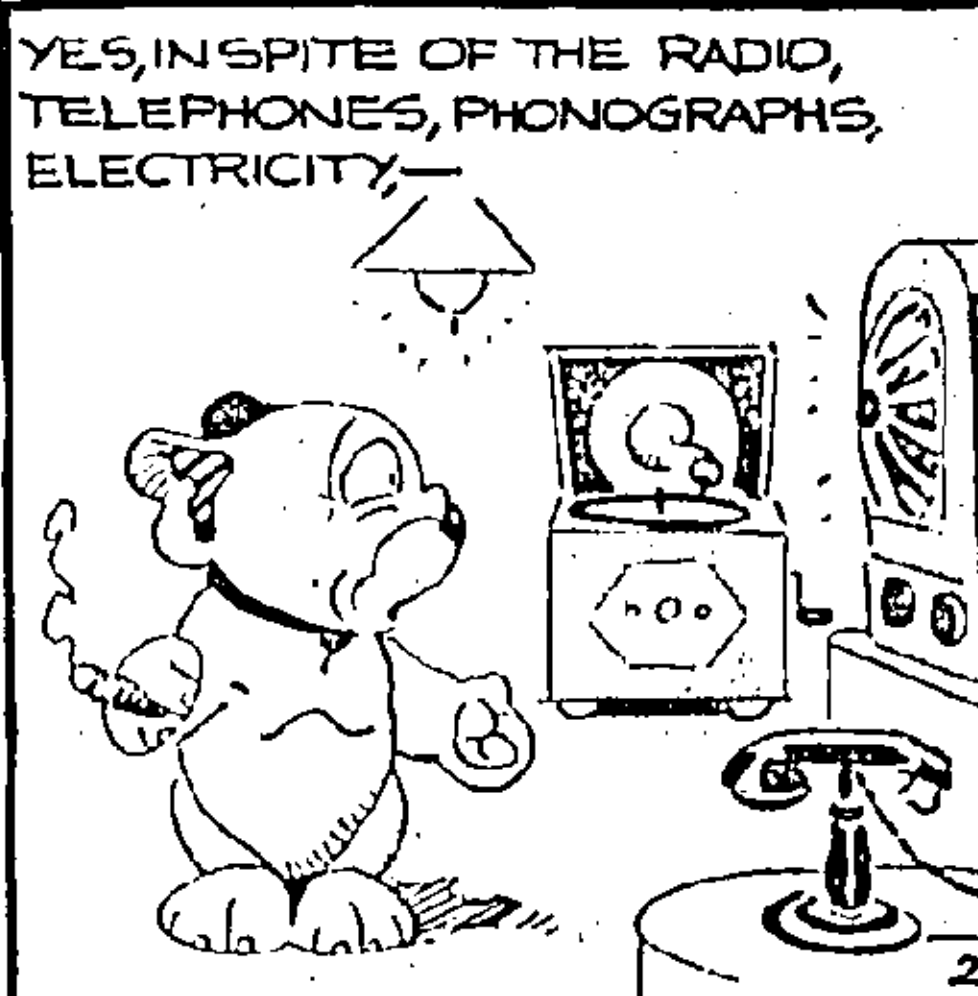
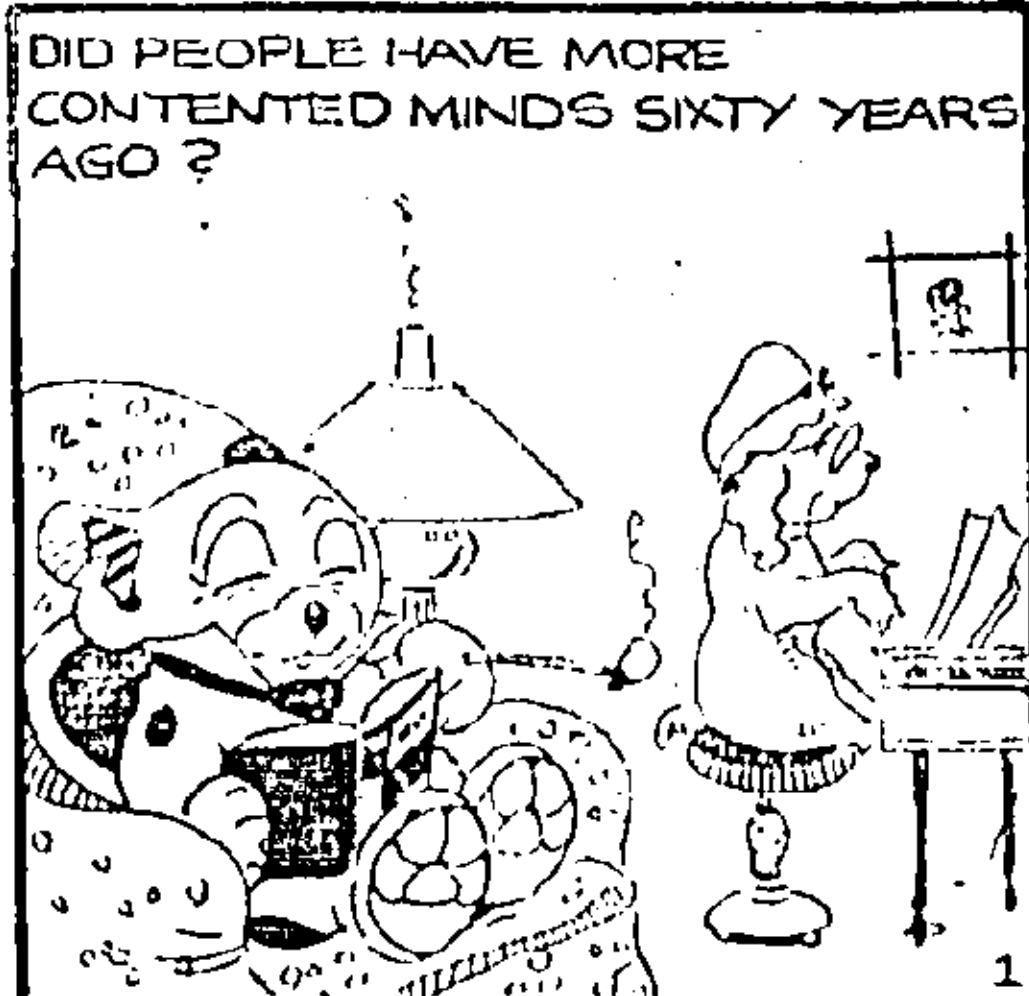
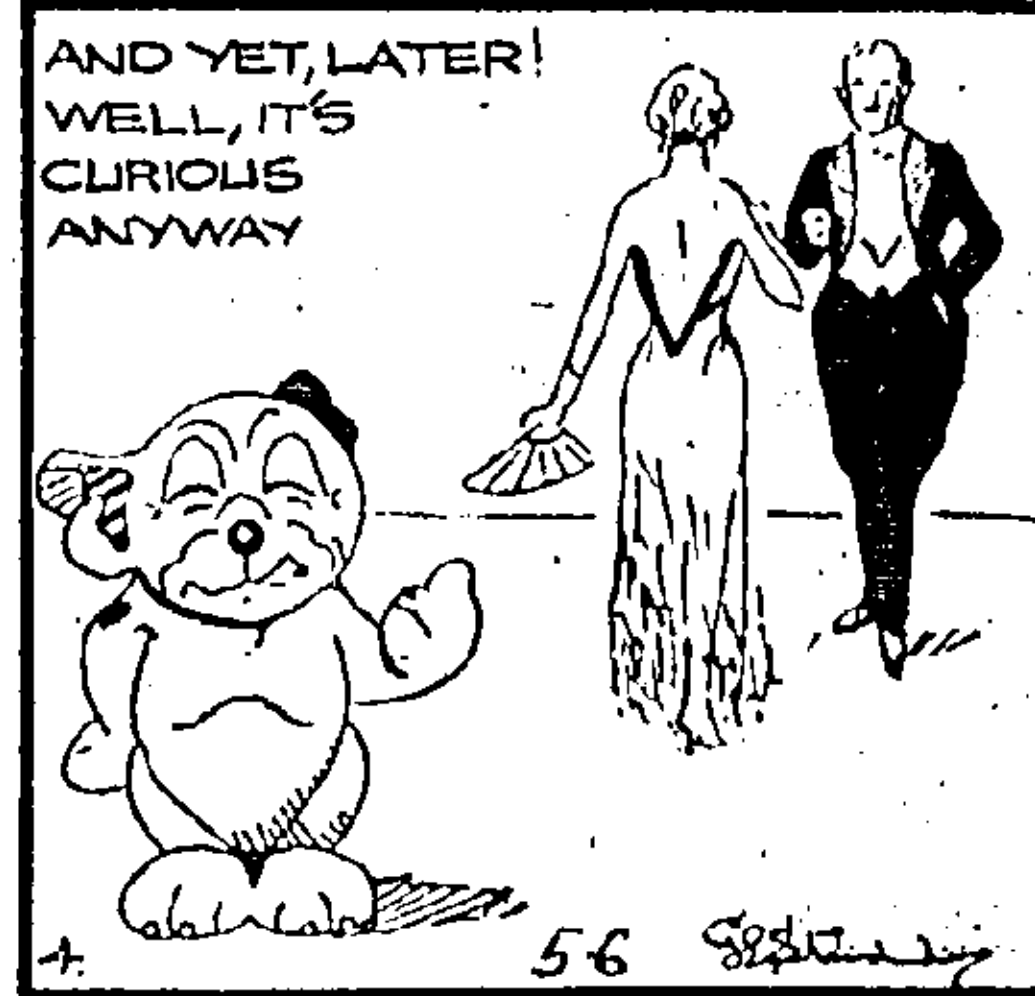
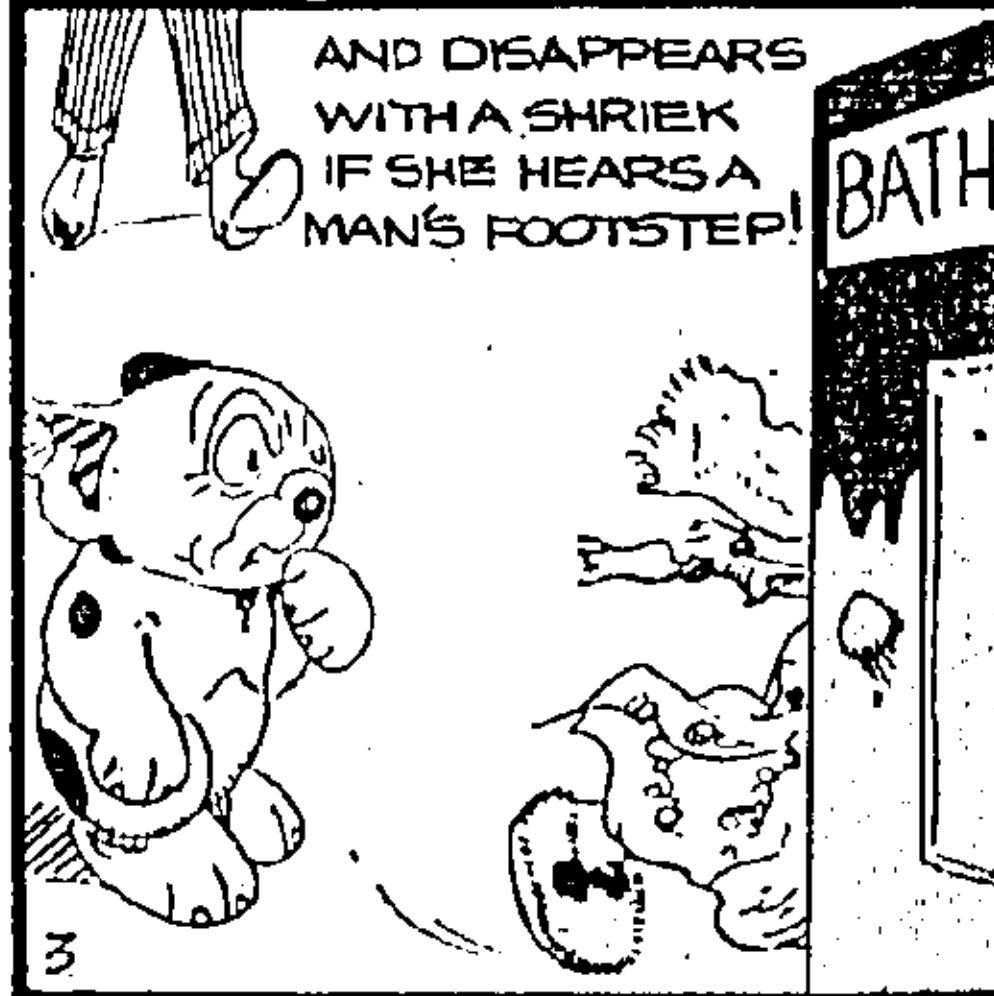
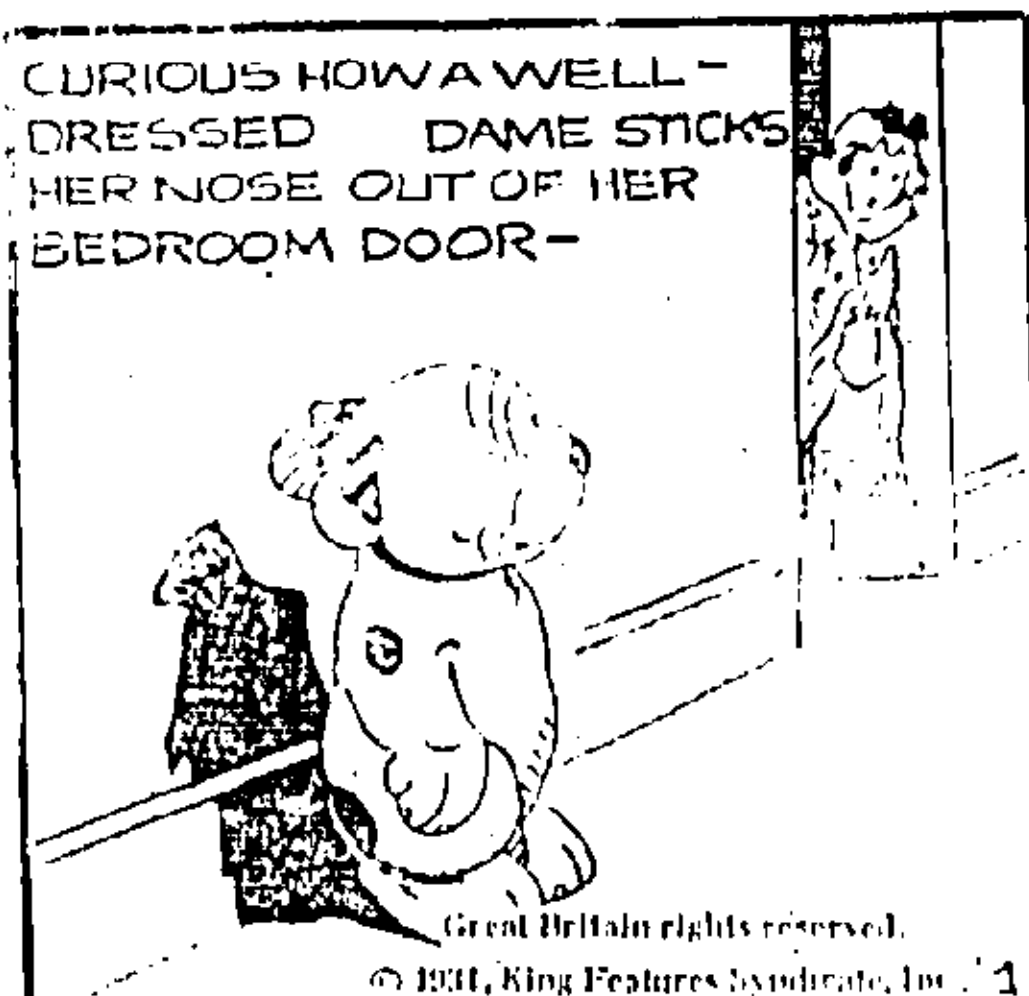
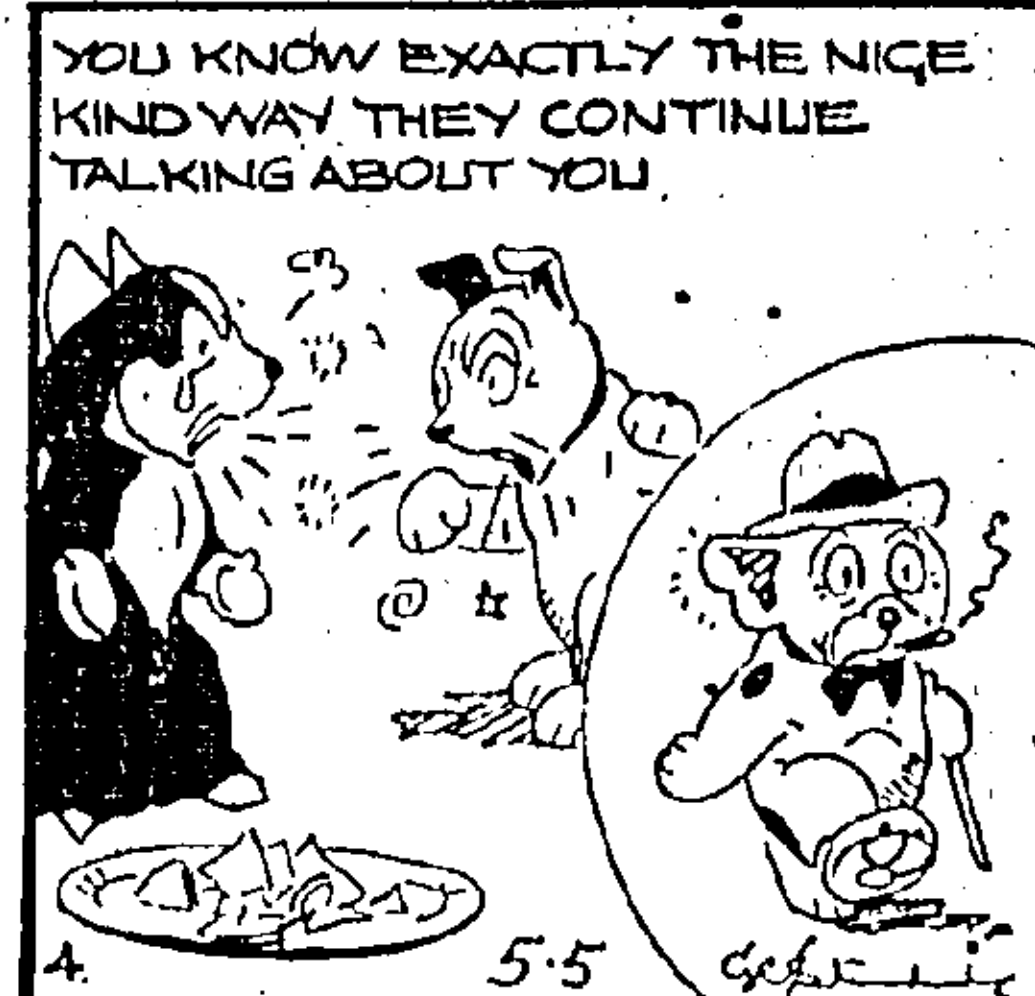
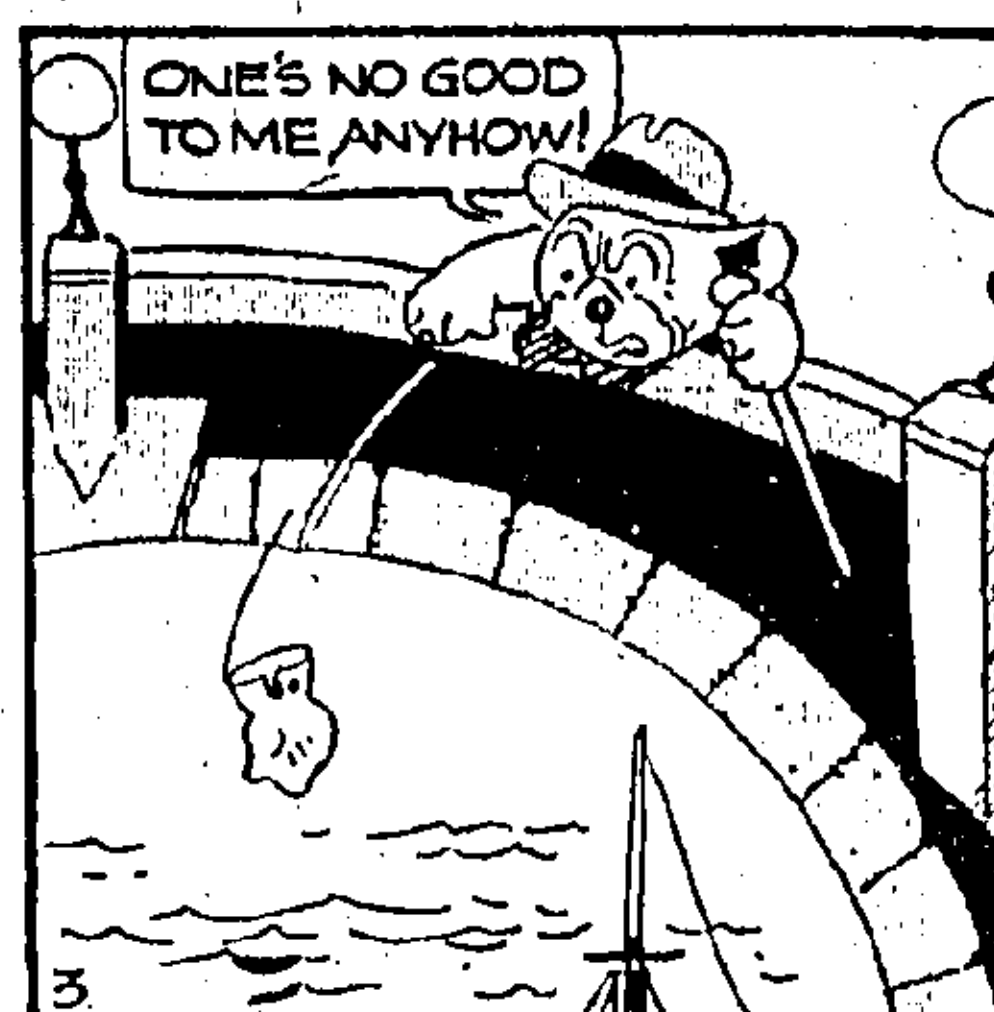
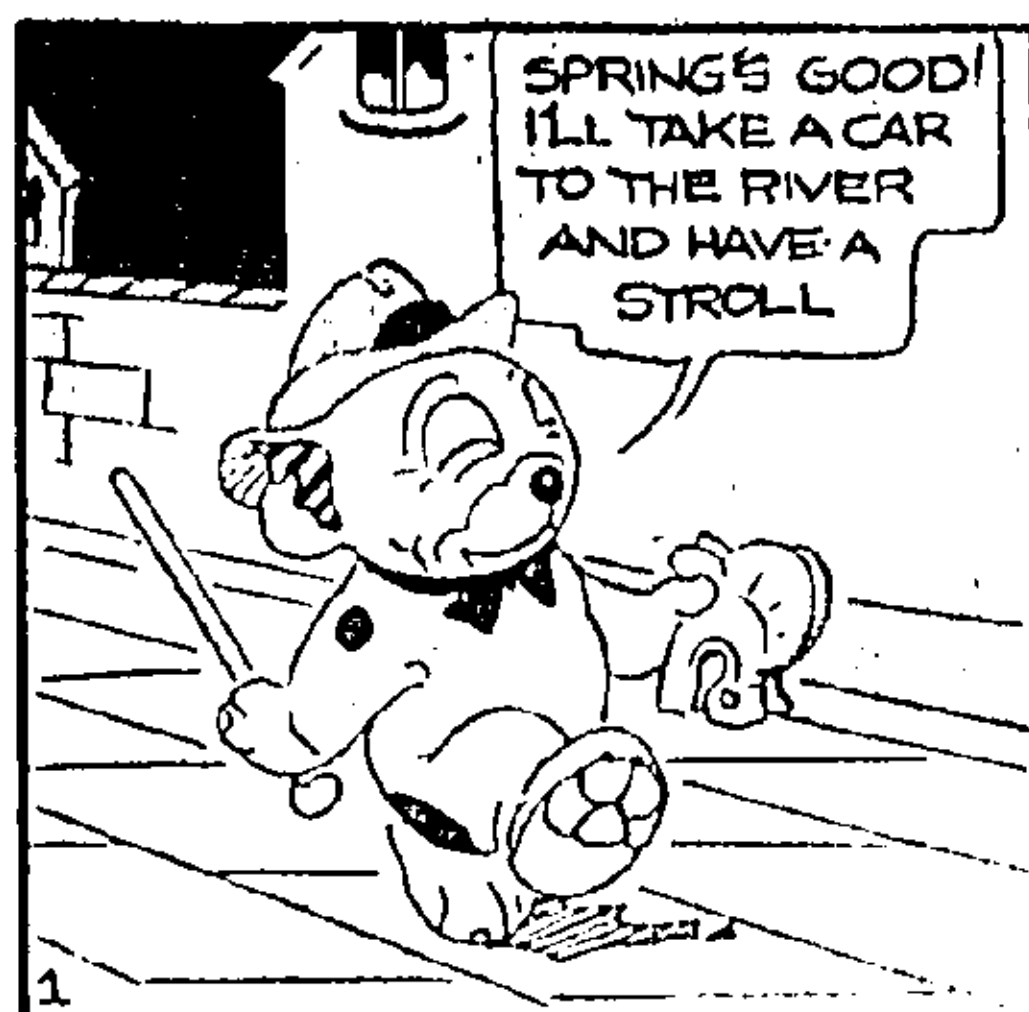
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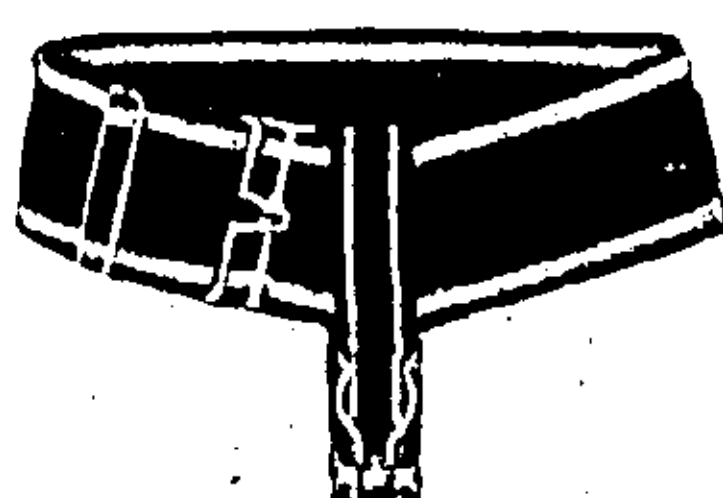
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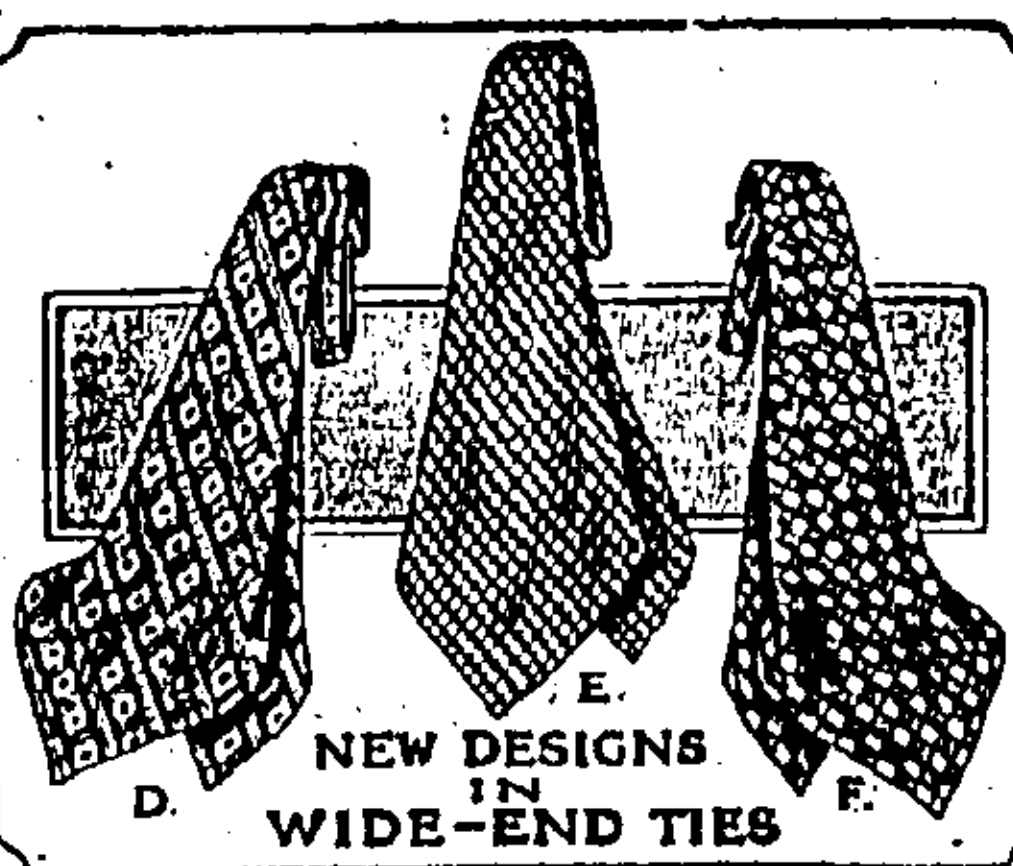
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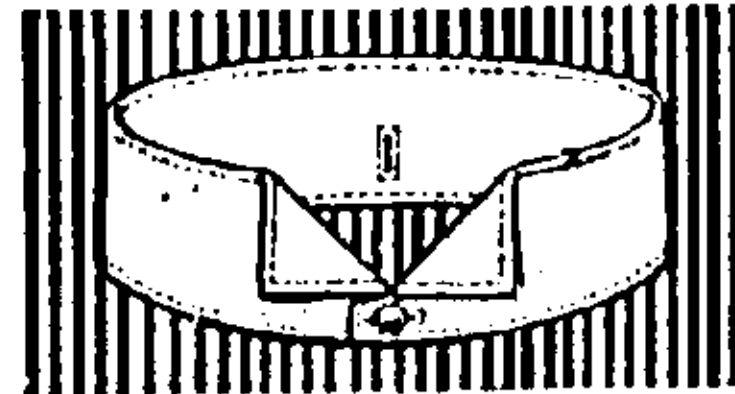
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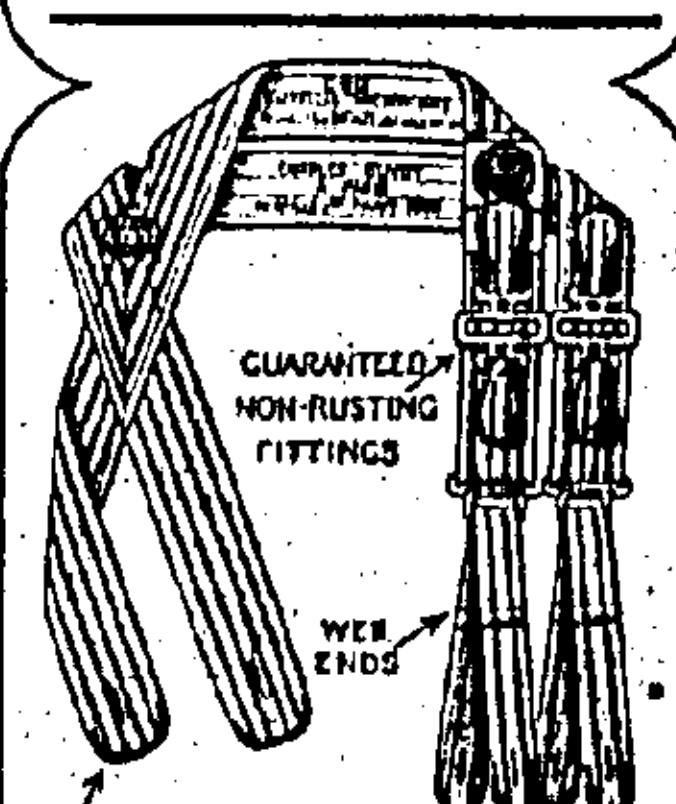


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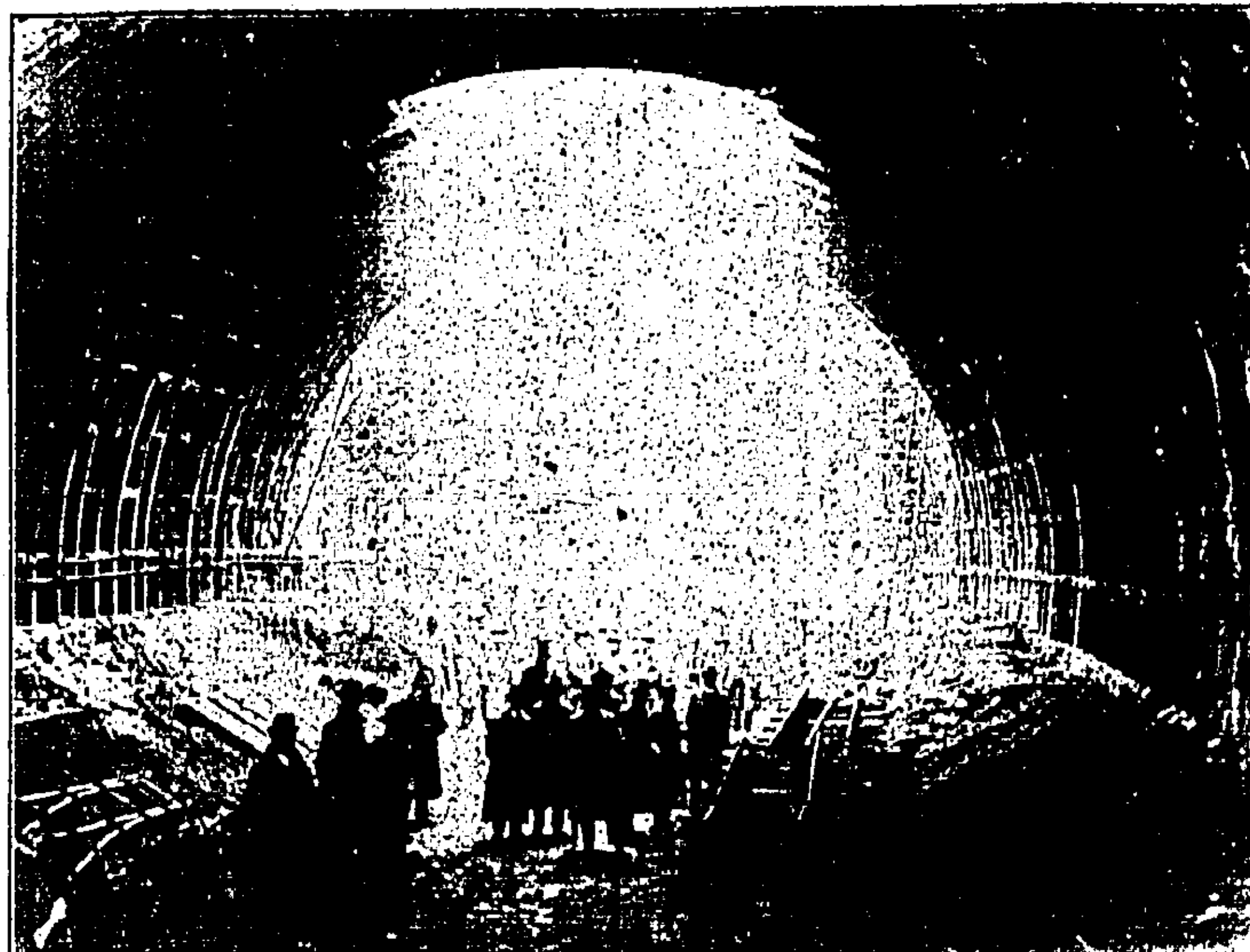
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MR. WILLIAM MOSS (in centre), "the most travelled man in the world" photographed outside the office of Mustard & Co. Ltd., who are the distributors throughout Hong Kong, China and Macao for the Dalton Adding Machine. Mr. Moss is Director of Foreign Sales Dalton Adding Machine Division of Remington Rand. He recently spoke at the Rotary Club.



NEW MERSEY TUNNEL.—The first official party passes through the New Mersey Tunnel. The work on this project was inaugurated by Princess Mary in December, 1925. Vacuum Oil Company lubricants played a large part in this ambitious scheme to connect Liverpool with Birkenhead.



THE PERFECT FOOL.—Known as the perfect fool, Ed Wynn creates a great hit in "Follow My Leader," a Paramount production coming here shortly.



"FOLLOW THE LEADER."—An amusing scene from Paramount's new comedy film, "Follow the Leader," featuring Ginger Rogers, Stanley Smith and Lou Holtz.



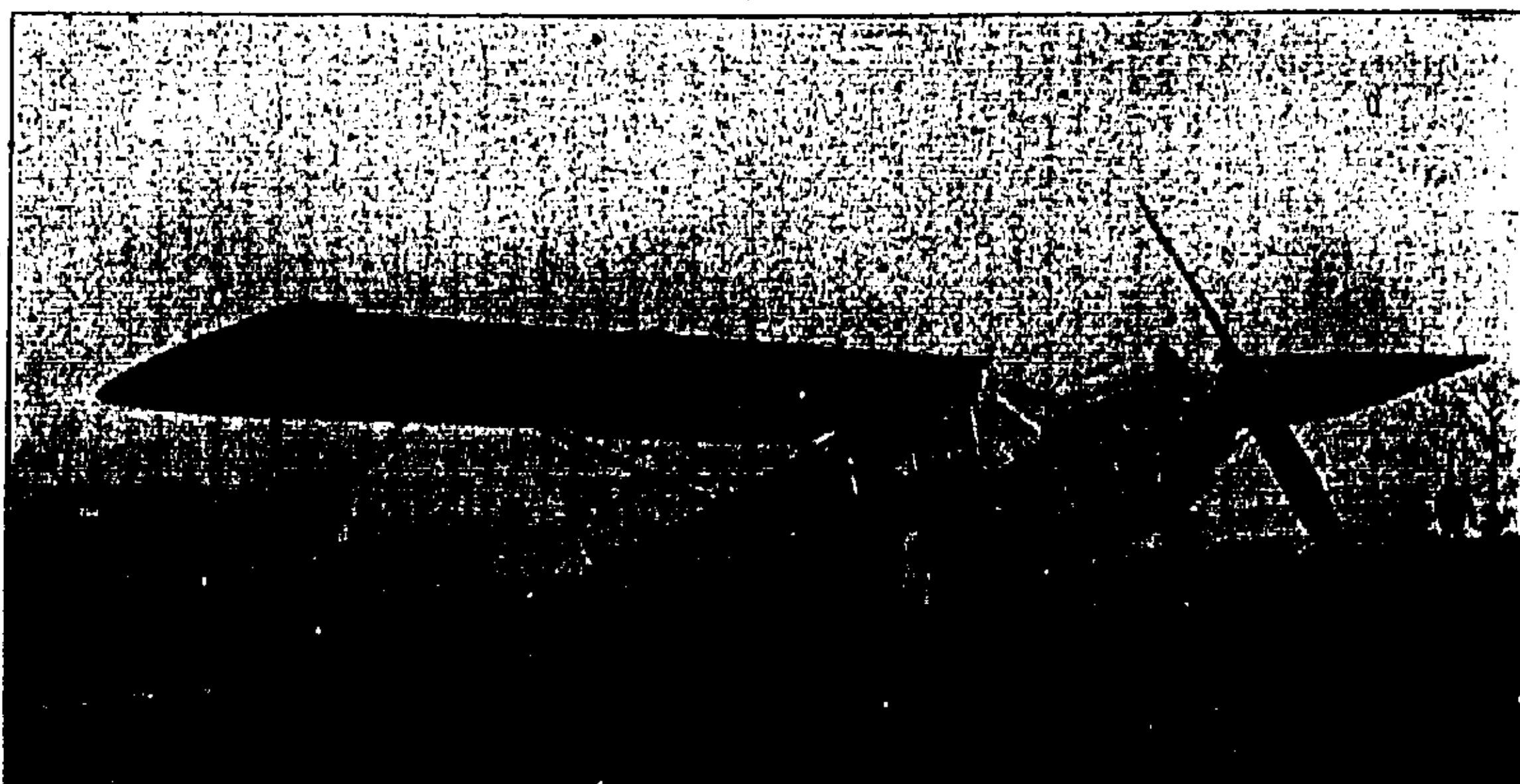
BROADWAY LIFE.—A scene from "The Royal Family of Broadway," a wonderful film of theatrical folk, which will be shown in Hong Kong shortly.



ON WITH THE MOTLEY.—"The play must go on Mother," says Mary Brian in this tragic-comedy of film life, "The Royal Family of Broadway," to be shown shortly.



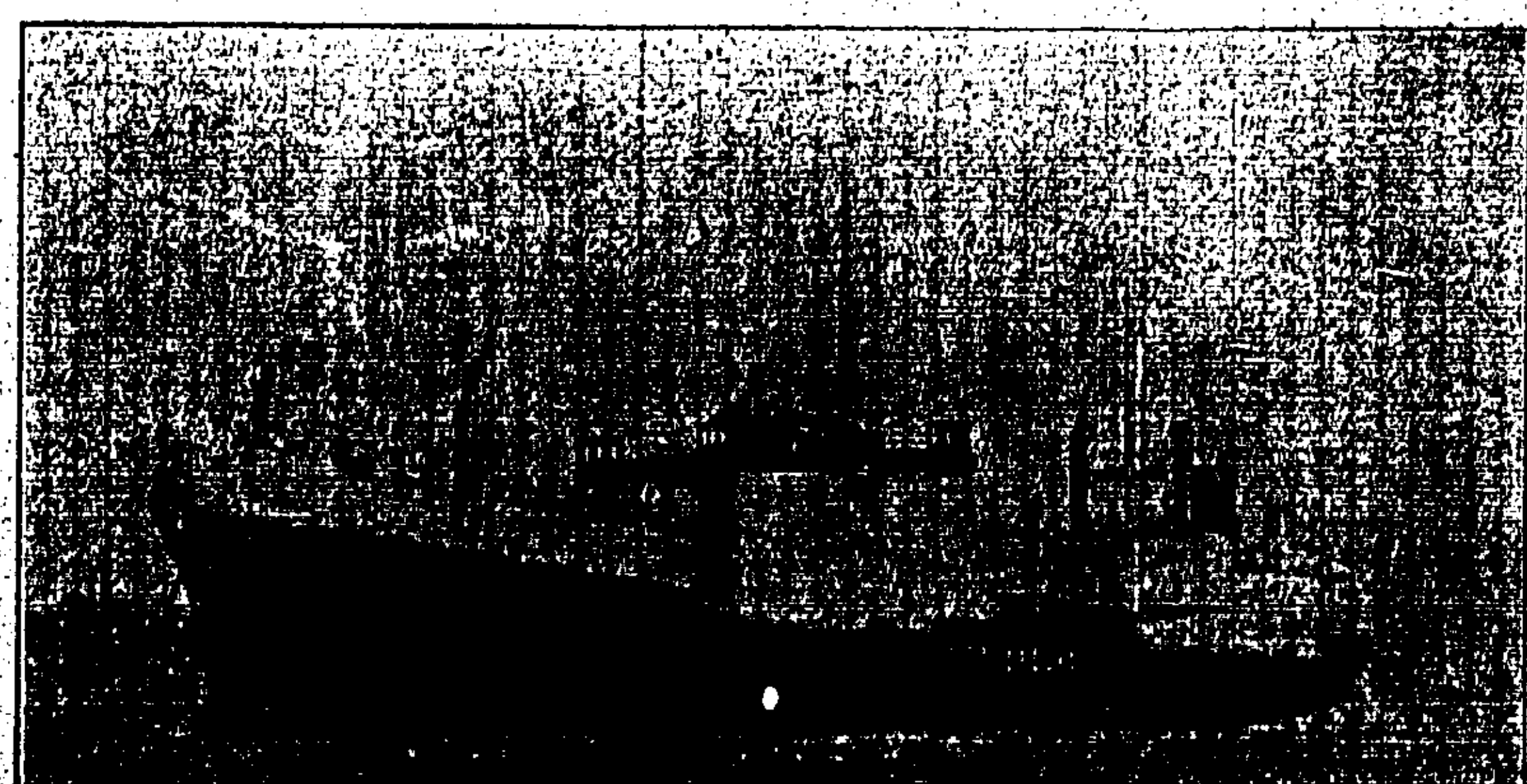
BRIDGE HOUSE.—Michaë Begar, the Paramount screen player, has one of the unique houses in Hollywood. Instead of steps or things like that, there's a draw-bridge up to the front door. It's a great convenience.



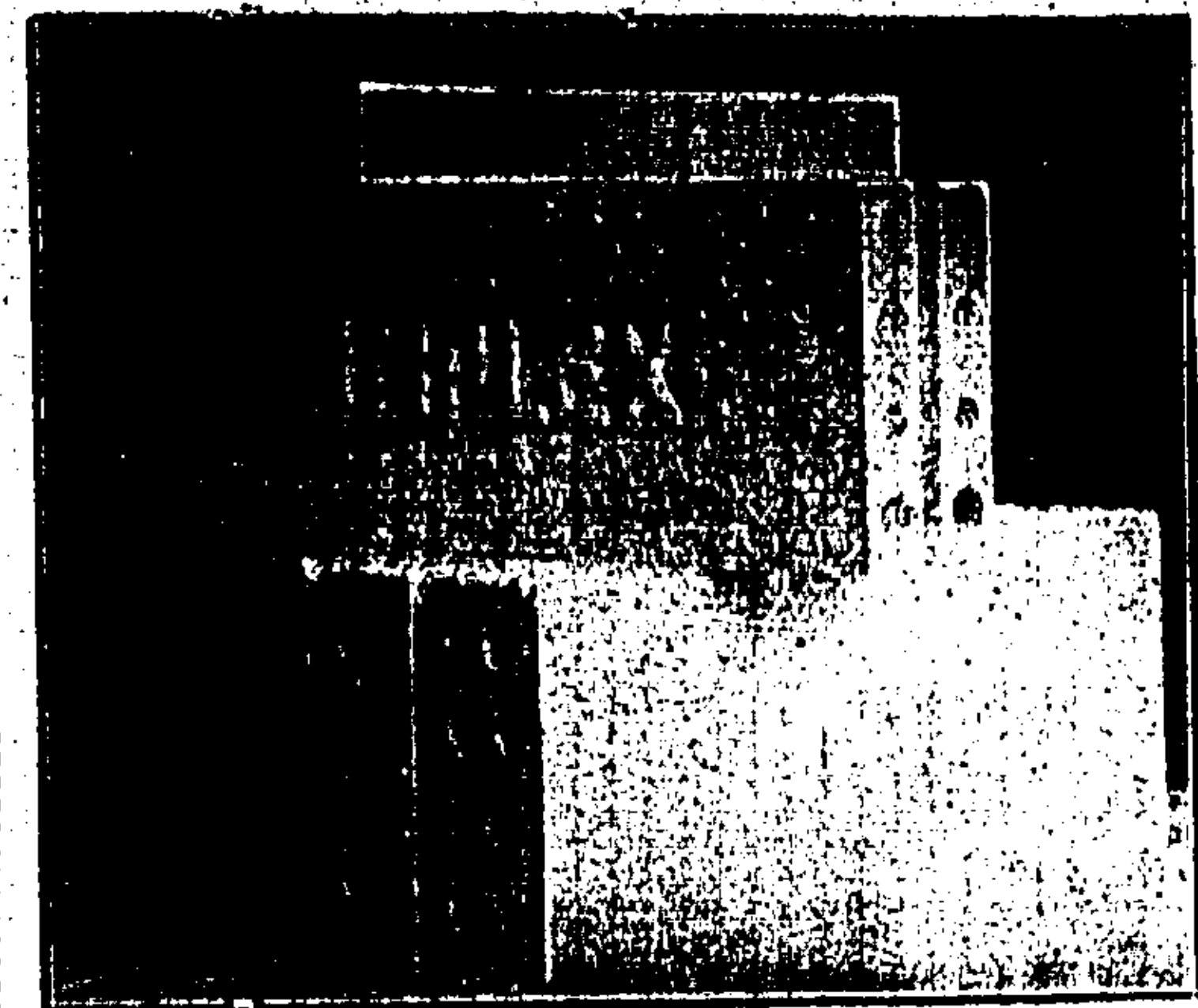
A SPEEDY LIGHT PLANE.—This 200 h.p. de Havilland Hawk Moth landplane, which is designed and manufactured by the de Havilland Aircraft Co., Ltd., is fitted with "Ghost" engines and is eminently suited for light passenger service.—(Photo, courtesy Arnold and Co.)



AMONG THE MARRIED.—Mary Duncan, who is featured in Metro-Goldwyn-Mayer's new talking picture, "Among the Married."



NEW TANKER.—The "Black Sea" is a recently constructed 10,000-ton Dutch-built British-registered tanker of the Black Sea trade.

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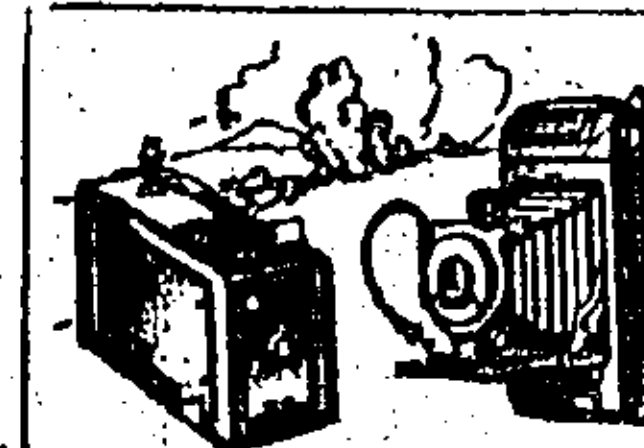
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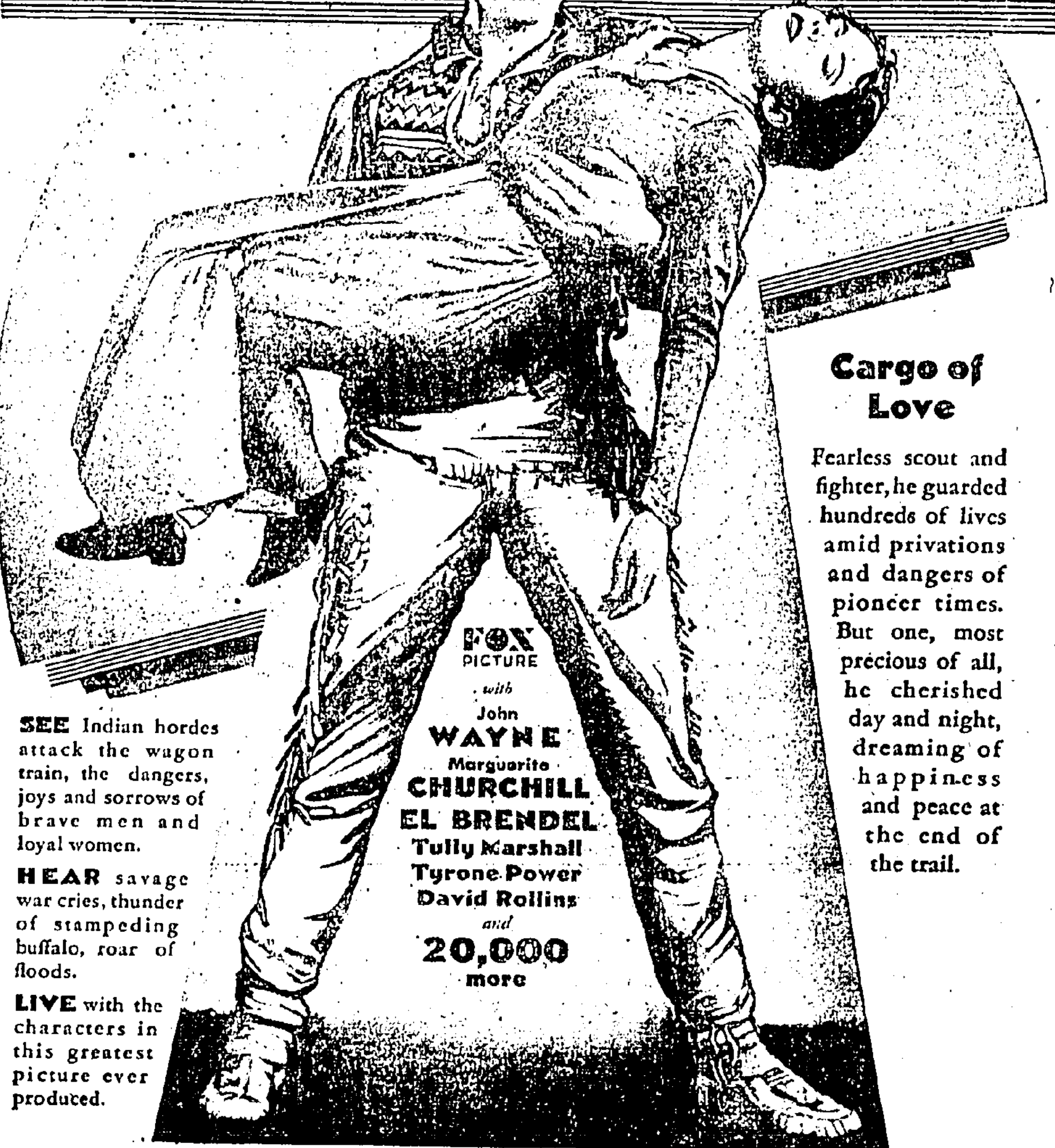
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Raoul Walsh's

THE BIG TRAIL



SEE Indian hordes attack the wagon train, the dangers, joys and sorrows of brave men and loyal women.

HEAR savage war cries, thunder of stampeding buffalo, roar of floods.

LIVE with the characters in this greatest picture ever produced.

FOX
PICTURE
with
JOHN WAYNE
MARGUERITE CHURCHILL
EL BRENDAL
TULLY MARSHALL
TYRONE POWER
DAVID ROLLINS
and
20,000
more

Cargo of Love

Fearless scout and fighter, he guarded hundreds of lives amid privations and dangers of pioneer times. But one, most precious of all, he cherished day and night, dreaming of happiness and peace at the end of the trail.

HOW DIRECTOR WALSH AND SCREEN PRODUCER LAUNCHED EPIC IDEA

Project For Filming "The Big Trail" Evolved Over Coffee In London Restaurant — Making Great Picture Involved Effort Comparable To That Of Moving Army Into Action.

The most important picture ever produced grew out of a dinner at Simpson's in London.

Winfield Sheehan, dynamic vice-president and general manager of Fox Film and Raoul Walsh, the director, sat talking over the coffee cups. It was a vacation trip for both of them, but in the fashion of Hollywood, they were talking about pictures. It was suggested that a great talkie of the pioneer West would be a tremendous thing! From that chance remark "The Big Trail" was born.

Sheehan returned to America first. Walsh followed shortly after and early in February of the current year plans for the production were under way.

Walsh started his research experts to work; personally planned trips for his location staff; conferred with Hal G. Everts, noted authority on the old and the new West; who agreed to write the story; arranged for the building of 185 pioneer wagons; and gleaned additional facts from descendants of pioneers. He learned of several migrations westward; the fur traders' trek; then the Missionary-Pioneer-Oregon trails, and the gold stampede to California. Parallel with these, the Mormon movement and also the Santa Fe wagon route.

Walsh felt that if he drew a broad belt from Kansas City and Omaha westward up the Platte to the South Pass, it would mark "The Big Trail," the epic road of human history.

He finally decided to set the story in the period of 1830, for in April of that year the first pioneer wagon train left Westport Landing for the unknown West.

President Hoover Notified. Walsh's first act as he was ready to start filming the story was to notify President Herbert Hoover who had just issued a proclamation calling for a nation-wide observance of the centenary, that "The Big Trail" would be dedicated to the sacred memories of the first pioneers who blazed the westward trail.

Westport Landing, the starting point of the trains of many of the original pioneers, was re-created on the shores of the Colorado River at Yuma, Arizona.

The next location was on the Sacramento River, about thirty miles below the capital of the state, where other river scenes were made.

Then, in special trains, the entire troupe and equipment were shipped

to Jackson, Wyoming. This was travel on a scale comparable to the movement of an army. Cattle trains moved the livestock—horses, oxen, cows, steers, mules. Trains of flat cars carried the wagons. There were also 200 technicians, 93 principal actors and literally thousands of extras. These were supplemented both at Yuma and at various points in Wyoming by the hiring of many hundreds of people living in those

territories, including 725 Indians from the Shoshone, Arapahoe, Blackfoot, Crow and Cheyenne tribes.

Four Months in Making. It was August 20 before Walsh and his outfit returned to the studios in Hollywood, a lapse of time equalling that required for the treks of the pioneers. During that widely separated points in Arizona, period the unit actually worked at California, Wyoming, Idaho, Mon-

tana, Utah and Oregon. They travelled 4,800 miles.

"The Big Trail" then can truthfully be said to have re-created the heroism, the adventure, the dangers, the tragedy—yes, and the comedy—of the pioneers of all the trails.

From that conversation during a roast beef repast in Simpson's has not only been evolved a rare accomplishment of the audible screen but there will be evolved, surely, four new stars on the cinema horizon—John Wayne, a youthful discovery of Walsh's, Marguerite Churchill who, at sixteen years of age, was selected by 20,000 Campfire Girls as the "Typical American Girl," El Brendel and David Rollins.

All had leading roles in the production as well as the seasoned veterans of stage and screen, Tully Marshall, Tyrone Power, Frederick Burton, Charles Stevens and others. Raoul Walsh's "The Big Trail" opens to-day at the Majestic Theatre.

COMING SHORTLY.



ALICE DAY
AUTHORITARIAN
AND MORE CAST
DIRECTED BY
JOSEPH C. BOYLE

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COMING!



Lois Moran
J. Harold Murray
J. M. Kerrigan **Hane Saxon**

POPULAR THREE TO BE HEARD IN SCREEN CLASSIC.

Three of Paramount's most active and most powerful actors will be seen and heard in "The Virginian," all-talking classic at the Majestic Theatre the first half of this week. They are Gary Cooper, Richard Arlen and Mary Brian. Each has had phenomenal success in the new medium of talking pictures and each is a great favourite.

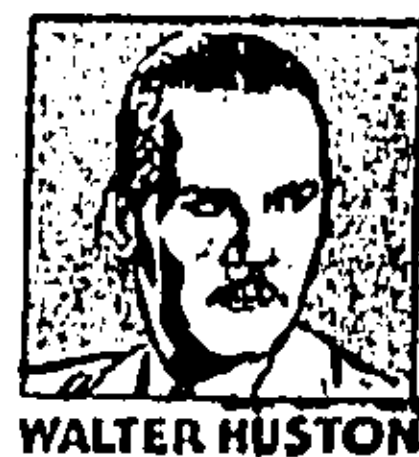
Cooper plays the role of the Virginian, Arlen is Steve and Miss Brian is cast as Molly Wood, the school teacher with whom the Virginian falls in love. Walter Huston, veteran of the Broadway stage, and a great movie favourite since his outstanding appearances in "Gentlemen of the Press" and "The Lady Lies," will be heard in the featured role of Trampas, the ring-leader of the cattle rustlers in the play.

"The Virginian," a novel by Owen Wister, was first published in the 80s, and it was acclaimed at that time as the great American novel. Many American leaders in literary circles maintain that it is still the greatest American novel ever written. It was rewritten for the stage by Wister and Kirk La Shelle and as a play it earned widespread renown, bringing immortal fame to a number of actors who played its title role to packed houses all over the country.

The talking picture brings "The Virginian" to the public in a new and more engaging medium—a medium that gives this romantic theme a fuller scope and a much more realistic treatment. All the authentic sounds of the cattle range, the dialogue of the principals; the third dimension, one might say, is brought to the screen in this New Show World production.

NEXT CHANGE

ALL—OUTDOORS! ALL—TALKING!
ALL REAL!



WALTER HUSTON



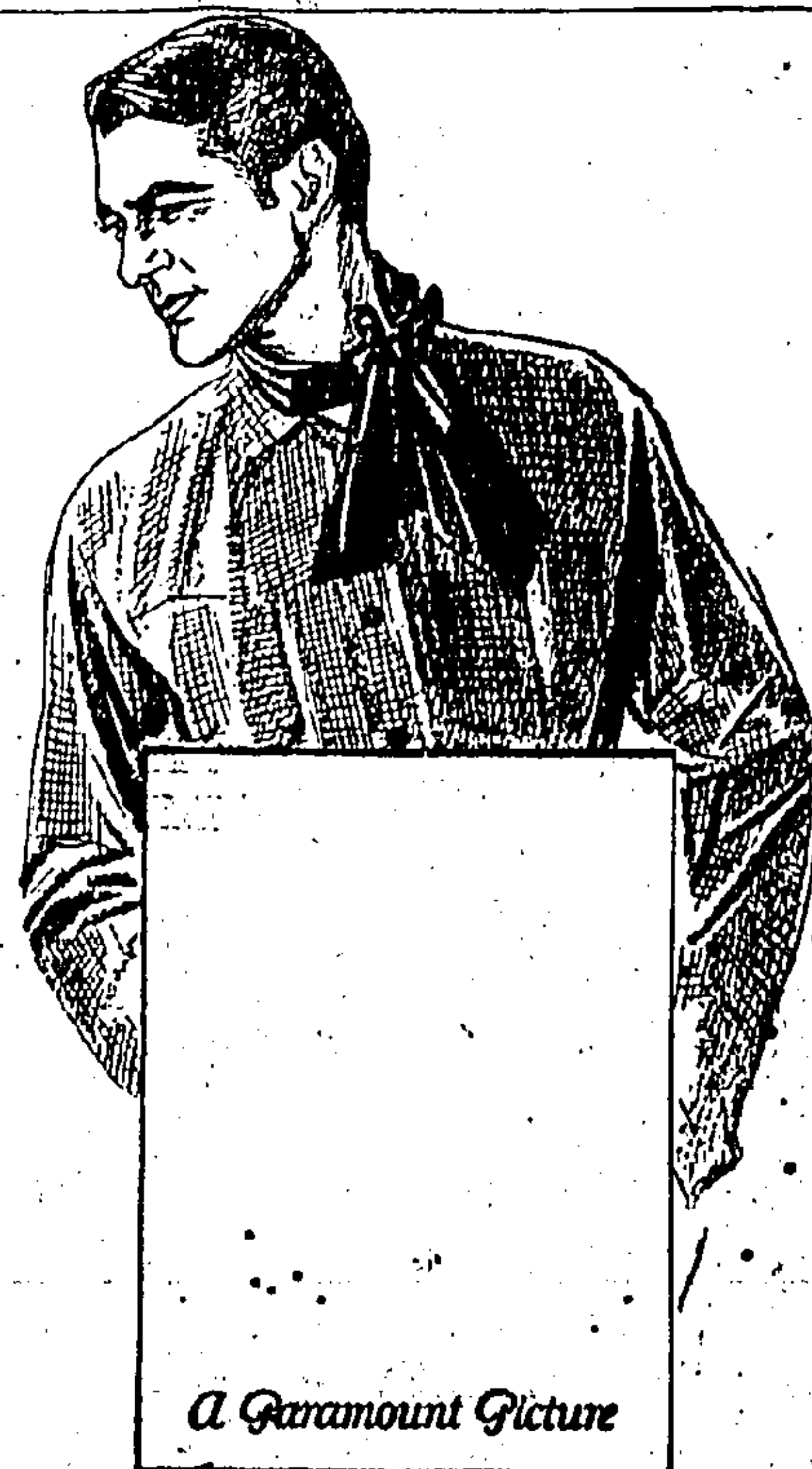
RICHARD ARLEN



MARY BRIAN

GREAT ROMANTIC THEME OF RED-BLOODED PIONEER DAYS. A BIGGER COMEDY-THRILL SENSATION IN SOUND THAN EVER BEFORE! ALL-TALKING, ALL-OUTDOORS!

THE VIRGINIAN



A Paramount Picture

COMING SHORTLY

"ROOKERY NOOK"

A

British Picture

Family pride in the exploits of their ancestors, as exemplified by the mythical Cavendish clan in "The Royal Family of Broadway" is by no means confined to one famous stage family—for research shows that there have been at least 100 flesh-and-blood families of eminence in the American and British theatre since the days when the first Cavendish is represented by the play as strutting the Thespian boards.

The appearance of the first Cavendishes back in the late 600s. and the early 1700s. existed only in the minds of George S. Kaufman and Edna Ferber, the co-authors of the play upon which the screen version, opening at the King's Theatre to-day, is based. But the characteristics of the Cavendishes—their veneration of ancestral accomplishments, their pride in the family "tree," could well be applied to these actual families whose forbearers trod the boards when the United States were scattered colonies and buffalo pastures.

Several of these families resemble the Cavendishes in one or two ways. Some resemble them in many ways, according to Paramount research workers.

Among the better known of the 100 "royal families" are the Terrys, the Southers, the Robertsons, the Quartermaines, the Playfairs, the Moncktons, the Kembles, the Jeffersons, the Irvings, the Forbes-Robertsons, the Du Mauriers, the Drews, the Doucilla, the Booths, the Beer-bohm-Trees and, of course, the Barrymores.



"Gwen"

One more spark to the emotional fire raging in "Royal Family" circles is the rebellion of Gwen Cavendish, 18, against the cherished family plans for her career. The real reason for the revolt is said to be Perry Stewart, good-looking young ex-Princeton football star, with wealthy society and Wall Street connections.

See
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BRIAN

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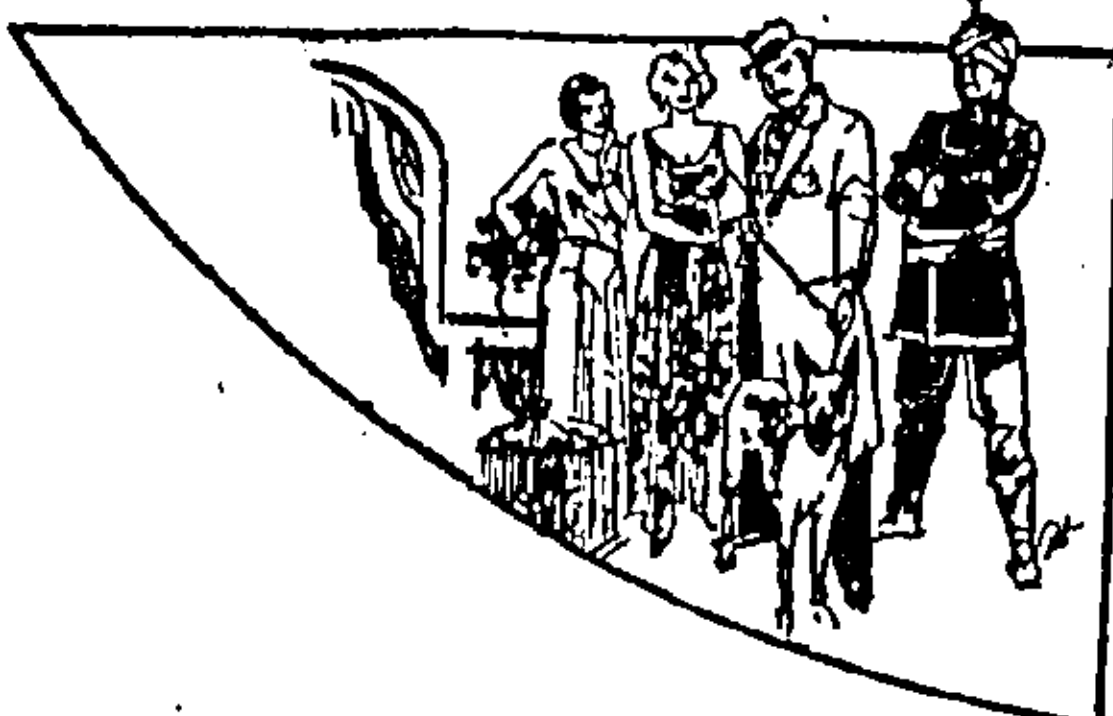
Meet the Royal Family of Broadway! Reading from left to right . . . There's Tony Cavendish, reckless, cyclonic, irresponsible, "America's Greatest Lover" . . . Julie, scornful marriage and millions for the stage. Fanny, "empress" of the family, and still a young woman, after 70 dramatic years. Gwen, 18 . . . what's a husband and children with the world's applause calling? Meet the gorgeous, glamorous Cavendishes! See the intimate story of their lives and loves!

INA CLAIRE

and

FREDRIC MARCH

in



The Royal Family OF BROADWAY

with

MARY BRIAN

Henrietta Crosman

A Paramount Picture

Mary Brian, one of the sweetest girls you know, is a joy to watch in the winsome role of the youngest member of the Cavendish family of the play. Her work in this glamorous comedy-romance surpasses anything she has ever done previously.

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NEXT CHANGE
ED WYNN

IN

"FOLLOW THE LEADER"

COMING SHORTLY

"SPLINTERS"

A

British Picture

Ina Claire, whose aptitude for mimicry in the Ziegfeld Follies in 1915 attracted the attention of David Belasco and thus gained for her a prominent place among the younger stars of the stage, will be seen and heard in her first Paramount talking picture to-day. She is the stage and screen favorite whose blond and other charms lend glamour to "The Royal Family of Broadway" of which she is the feminine lead.

Fredric March, who is being hailed as the newest "weakness" of feminine film fans, will be seen at the King's Theatre to-day, in a picture that gives him a chance to display romantic and comical talents which he has hitherto held in abeyance because of the requirements of his roles.

"The Royal Family of Broadway" is Paramount's filmization of the celebrated stage play, "The Royal Family" which smashed the records of Broadway a season ago and which has since had great success in stock company and touring productions throughout America.

"The Royal Family of Broadway" deals with the doings of a family of actors who have been leaders in their craft for generation after generation. This clan of great actors, known in the play as the Cavendishes, are seen in a clever presentation of their lives at home where the daily and hourly topic of conversation is the stage which they have so long and so gloriously dominated.

March is seen as "Tony," the veritable "prince" of the "Royal family," whose mad capers, nerve-racking scrapes with women who fall in love with him, and other manifestations of erratic genius keep the picture in a continual up-rear of mirth.

"Fanny"

With her children deserting fame for the altar, Fanny Cavendish, 65-year-old Empress of the American Stage, defies doctors, to embark on a world tour, to keep alive the name of the nation's "Royal Family of Broadway," the Cavendishes! The tour may mean "last curtain" for stagedom's grand old lady!

See
HENRIETTA
CROSMAN





LETTERS TO THE EDITOR

GOLD v. SILVER.

Sir—"Meet and Metal" may very likely wish to hear something that will give him a new angle on the subject of Gold v. Silver.

Enclosed is a cutting from a local newspaper of May 14 last, in which it will be seen that the Nanking Government were at that time still considering a loan from America, half in gold dollars, and the balance in silver. It is a very plain and simple indicator of what ought to be done. And Americans in Washington were interested in the silver loan only last November. Mr. Key Pittman and his associates then developed the idea of a "silver pool," netting out the arguments in its favour.

"Meet and Metal" makes some good points about the honesty and charity of hoarders of wealth. He says, rightly, that the adoption of a more human policy would increase commerce with China tenfold. Such

action, again, would have a tendency to increase the price of silver. China's only purchasing medium.

The cessation of the circulation of notes has had practical results, and been most effective. I say "results" advisedly; it is not a tendency. The silver dollar at one time was at a discount, and refused by local banks and elsewhere. If notes were available. The Government saved the situation by forcing genuine silver dollars into circulation, discontinuing the issue of the \$1 note. But the farce still is: "Where can we find real Hong Kong dollars?" Let us have some opinions on this subject.

It would be interesting and illuminating to know the amount of silver in use and its effect upon fortune-making.

Yours, etc.,

INTERESTED.

Hong Kong, June 19, 1931.

HISTORY RECALLED.

Hong Kong's Part in Philippine History.

[By J. T. Martin.]

Yesterday was the birthday of Dr. Jose Protasio Rizal, Philippine hero and martyr and undoubtedly one of the greatest of Orientals. Born of humble parentage in 1861 in a small Philippine town, he early showed signs of genius and distinguished himself in various arts and sciences, rising later to dizzy heights of fame and greatness. Physician, poet, novelist, painter, sculptor and traveller—in all these careers he was master and peer, but it was his noble death, his martyrdom, which gave his name a lasting lustre and secured for him a place among the world's immortals. Protesting his innocence to the last, for he committed no other crime than that of pure love of country, he faced the Spanish firing squad in Manila on the morning of December 30, 1896, with a normal pulse and a calm countenance.

He willingly poured his blood to tinge, as he said, the awaited aurora of his suffering country; his execution meant the birth of a new, awakened Filipino nation; his physical destruction hastened the resurrection of his people's dead hopes and the recovery of their buried Eden, their lost paradise.

The advent of this day serves also to recall the association and connection which the island of Hong Kong has with the most stirring episodes of Philippine history.

For in this island Rizal once stayed, pondered and meditated deeply, and who knows but that the great and inspired thoughts he imbibed here found their way later to the pages of his masterpiece, the "Noli Me Tangere" (Touch Me Not), one of the most powerful indictments against tyranny ever penned by man. Here, also, within the shadows of the majestic Peak, other patriots like Ponce, Lopez Jaena, Bana, Del Pilar, Tavera and Hidalgo used to meet and gather, to draw fresh courage and inspiration from the mighty Anglo-Saxon institutions which are implanted here and which are the pride of every Briton; and in the not distant past, two Filipinos with hearts of stone, General Riedte and Vicente Soto, lived here in self-exile. It was in Hong Kong where Aguinaldo and his staff camped with Primo de Rivera of Spain the famous Pact of Binkabato; but later, aided by Consul Wildman and Admiral Dewey, he went back to Manila and gave the final blow to Spanish dominion.

A romantic chapter which links Hong Kong with Philippine history should not be forgotten. Here Rizal met and wooed the pretty Josephine Bracken, a Hong Kong lady, and they were later married. Josephine proved to be the worthy wife of a hero, for, during Rizal's exile in Mindanao, she braved many dangers serving as the confidential messenger of her husband and the revolutionists. Like the famous Josephine, the inspiration of Bonaparte's army, who knows but that Mrs. Rizal, who bore the same magic name, was also the female idol who spurred Aguinaldo's gallant men to heroic efforts, turning the tide of defeat to victory?

BUSINESS OPPORTUNITY.

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DRINK IN TURKEY.

From Prohibition to State Monopoly.

The Turkish Spirit Monopoly affords an example of the particular activity of an administration gradually flying in the face of the general aims of the Government.

At the outset, there was prohibition on a reduced scale: drink, though permitted, could not be taken publicly. Then, intended to be a pure hygienic measure, its sale was restricted by means of heavy taxes, and the organisation was transformed into a State Monopoly with a private budget. Hence its aim is now to yield the greatest possible profit.

The Monopoly has, therefore, erected a very large factory on the outskirts of the town, with a foreign specialist to run it. In a few months liquors which are hoped to rival those imported from France and elsewhere will be put on sale at a much lower price. Besides, the Monopoly has acquired a share in the biggest Turkish brewery working with foreign capital, and is now trying to cause it to reduce the price of beer in order to increase the sale, and consequently the total amount of taxes levied on it.

Meanwhile, an association called the "Green Crescent," supported by the Government, displays considerable efforts in combating alcoholism; as does the Association for Mental Hygiene.

Not only is drink in Turkey responsible for most of the crimes committed, but in many cases its extensive use defies the Government's activity in the cause of health, as the sparsity of the Anatolian population is due less to wars than to endemic diseases and tuberculosis, augmented by the abuse of drink.

"INGAGIS" FLIGHT.

Police, Firemen, & Gas Squad Defied.

A large and hitherto respectable Parisian orang-utan broke loose from his quarters recently in Paris and after an hilarious few hours paid for his orgy with his life.

Having slipped his chain shortly after breakfast, he entered a garden in the Boulevard Maitland and, scaling a tree, assumed a number of decorative poses to his complete satisfaction. They were unfortunately wasted on the concierge, who called the police, whereupon the ape entered the house by a window and took up his quarters in the salon. The police made an attempt to capture their quarry, who merely desisted for a moment from his self-imposed task of tearing down pictures from the wall in order to rout them. More police arrived, then some firemen, and finally the gas squad from police headquarters.

The gas was duly discharged, to the intense delight of the orang-utan, who became even more active and, it is said, when the fumes became so thick that he could hardly see the next picture, finally turned on the electric light. As the penultimate resort, an attractive cage containing tempting food was pushed into the room, but the sounds of destruction went on. Finally all hope of capture was given up, and an intrepid marksman put an end to the affair with a rifle bullet.

LETTERS AND RADIO

Addresses Which Cannot Be Traced.

POST OFFICE LIST.

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office and also unclaimed radio telegrams at the Radio Telegraph Office, Government Building:—

Postal Restante Correspondence.
Asiatic Motors Co., Otto. Buhning, G. E. Barnard, Mrs. O. Bulanoff, Tuck Chung, Peter Fandel, J. K. Gardiner, Theo. Griffiths, R. Heinemann, A. F. Haines, Hong Kong & China Mining Co., Wm. James, E. E. Johnson, Jack Krafchik, J. Kingstone, Lien Guan Lian, P. U. Libao, Morrison mfg. Co., Miss D. V. Marchbanks, R. Marcel, P. M. McCullough, General Motor and Acceptance Corporation, Mr. Millara, W. Ochsendorf, E. M. Palakoff, Capt. A. Rawlinson, Dhana Singh, Shozuman, W. W. Stark, E. Schmidt, Miss R. C. Stewart, F. Stahly, Andrew J. Tong, E. A. Vccata, O. B. Wyllie.

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Unpaid Correspondence.
Capt. and Mrs. J. L. Ostrander, Miss Helen C. Santee.

Unclaimed Radio Telegrams.
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Dyson Lung Printing Press Ltd. from Takao.

5272, from Tathoku. Foo Kee, from Cebu.

0022 0948 7391 1648 4569 4850 5028, from Nanking.

Shin He-cheng, from Foochow. 6276, from Batavia.

Rattanware, from Beverly Hill, California.

Inchey, from Bangkok. Xuongang, from Cholon.

10186, from Shanghai. 1052, from Canton.

Lee Fung-kuan 326, Hospital Street, from Saigon.

3034, from Peking. Ypin, Kapt. c/o Netherland Consulate General.

PASSENGER LISTS.

ARRIVALS.

Per s.s. President Lincoln on June 20:—

Dr. and Mrs. J. Mansfield Bailey, Miss Martha T. Bailey, Mr. James W. Cunningham, Mrs. Phyllis Henderson, Col. N. E. Margetta, Mrs. W. L. Marshall, Lt. Willard G. Wyman.

Per m.s. Chichibu Maru from Los Angeles and San Francisco via Japan ports and Shanghai.

Mr. F. Abe, Mr. S. Kasuga, Mr. Y. Shimokawa, Mr. T. Takahashi, Mrs. C. Takahashi, Mast. Y. Takahashi, Mast. S. Takahashi, Mast. K. Takahashi, Mr. D. D. Farrar, Mrs. E. H. Farrar, Mr. W. W. Fetterman, Mr. B. Von Kleist, Mr. J. Levy, Mrs. Wm. T. Truelson, Mr. Y. Y. Heng, Mr. Y. K. An, Mr. Y. K. Ho, Mr. Ling I. S., Miss R. S. Kwok, Mr. S. Kyo, Mrs. Ue, Mr. P. C. Wong, Mr. Y. T. Woo, Mrs. Chan Si, Mr. N. Hirata, Mrs. Y. Kobayashi, Mr. R. Sahara, Mr. C. F. Gordon, Mr. G. J. Peavey, Mr. J. M. Robb, Mr. W. Wilson, Mr. W. Woods, Miss A. S. C. Lyen, Mr. A. J. Raptis, Miss S. S. Tan, Miss K. H. Tan, Miss K. Y. Tan, Miss B. K. Law, Mrs. W. S. Chung, Mr. S. B. Ling, Miss L. T. Lal, Mast. P. S. Lal, Mr. N. C. Chue, Mr. J. E. Kao, Mr. E. H. Kao, Mr. T. T. Mar, Mr. U. D. Lal, Mr. H. T. Yin.

DEPARTURES.

Per s.s. Empress of Canada on June 20:—

Mr. and Mrs. S. T. Begg, Mrs. M. Osgood-Whitcomb, Mr. T. R. Scanlon, Miss Remedios, Mr. J. M. D'A Remedios, Master L. Remedios, Mrs. J. M. Remedios, Mr. and Mrs. Ageet, Mr. C. V. Starr, Capt. P. J. Gething, Mr. and Mrs. A. Walker, Mr. M. Barriere, Master Robt. Teeg, Mrs. Kinger, Mr. P. Friedman, Mr. S. M. Gunn, Mr. Krany, Mr. J. Smith, Mr. F. R. Smith, Mr. V. I. Treskin, Mr. P. K. Chance, Mr. Jas. I. Miller, Mr. C. Isurutani, Mr. P. J. Drewe, Mr. A. W. T. Smith, Miss L. M. Browning, Miss L. Rand, Mr. A. D. Collier, Mr. Loring G. Hudson, Mr. A. W. T. Smith, Miss M. Dudley, Dr. Jou Hawk, Mrs. Jou Hawk, Mrs. J. L. Jew, Mrs. L. Knight, Mr. Johnsen, Mr. Muhlerne, Mr. F. Tammes, Mr. J. McDermott, Mr. J. Mallett, Mr. G. Herzel, Dr. Arthur W. Woo, Mr. M. Barriere, Mr. P. Friedman, Mr. C. Isurutani, Mr. E. Booda, Mr. E. Booda, Mr. G. Owe, Mr. R. Kaba-yashi, Mr. and Mrs. A. M. Day, Mr. E. E. Beiko, Mr. J. G. Howlett, Mr. J. Merino, Mr. J. W. Allen, Mr. F. Austin, Mr. J. M. Elzalde, Mr. I. Elzalde, Miss E. Jones (Nurse), Mr. S. B. Lefence, Mr. and Mrs. M. A. Mendelson, Miss Mendelson, Mr. A. B. Park, Mrs. J. T. S. Reed.

THE "DEAD HAND."

Redress for Disinherited Wives.

FINANCING CHILDREN.

The case for the disinherited widow was placed before a Joint Select Committee of both Houses of Parliament, which is considering the Wills and Intestacies (Family Maintenance) Bill, by Mrs. E. M. Hubback, chairman of the Parliamentary Committee of the National Union of Societies for Equal Citizenship. The Bill is sponsored by Miss Eleanor Rathbone, M.P., and seeks to revise the law regarding provision for widows and orphans.

Mrs. Hubback said that her society had received a large number of letters from people who had suffered under the existing law by being left unprotected when the husband left his money elsewhere. The Bill would affect widows more than widowers, because on marriage they lost their independence and found it difficult to re-enter the labour market.

"I am referring to the unsuccessful marriage," said Mrs. Hubback. "The class I have in mind, representing the hard cases, is the lower middle class, or small shopkeeper type."

She appreciated that nothing in the Bill would prevent a man disposing of his estate to another woman in his lifetime, and the difficulty that would arise in the case of a man who had an unthrifty or extravagant wife who might squander the estate on his death. Amendments were to be moved to provide that in a type of case there should be only a life interest. Even though a woman had been extravagant she should still have a claim on the estate.

Sir Gerald Hurst, M.P. (Con. Manchester) asked if Mrs. Hubback had considered the case of grown-up children on the re-marriage of the survivor.

Mrs. Hubback said there was no reason why parents should finance their adult children.

Sir Gerald said that he knew of a case where a man was left a considerable sum by his first wife and had a family of grown-up children. He left all the money to almshouses and the children did not benefit by their mother's property. This Bill would not provide against it.

The chairman (Lord Trankerton) put a case where a man was left a large income by his first wife. He married again and a child was born. Under this Bill two-thirds of the first wife's estate would go to the child of the second marriage, and only one-third to the children of the first. Was that fair?

Mrs. Hubback said that where a husband took on new responsibilities provision should be made.

PRESIDENT LINCOLN

Prominent Passengers on Board.

Mr. Harry Bowen, representative of the Insular Lumber Company of Philadelphia and Manila, en route to take up his duties in Manila. Dr. J. Mansfield Bailey, Missionary (Richmond, Va.), en route to Hong Kong where he will take up his missionary duties in China. He is accompanied by his wife and their daughter, Miss Martha Bailey.

Mr. H. S. Van Brunt, connected with Strong and Company, Kobe, Japan, en route to Manila on a business and pleasure trip. He is accompanied by his wife.

Mrs. P. Henderson, Australian tourist visiting China, is en route to her home after an extended trip through the Orient.

Miss Marjory T. Gabriel, Social service worker of Boston, Massachusetts, en route to Manila on a business and pleasure trip.

Mr. A. S. Iserson, President of the A. S. Iserson Co., New York City, on a business trip to Manila.

Mr. Clemens M. Lins, C.P.A., connected with the Lawyers' Co-operative Publishing Company of Spring Green, Wisconsin, en route to Manila on a business trip. He is accompanied by his wife who is connected with the Bureau of Insular Affairs, U.S. Government.

Comdr. H. Jones, United States Naval Officer, en route to join the Asiatic Fleet now stationed near Manila.

Miss Martha C. Rich, of Detroit, Michigan, on a pleasure trip through the Orient.

Miss J. Reed, Master J. Reed, Mrs. T. H. R. Shaw, Master R. A. Shaw, Miss P. C. Shaw, Mr. and Mrs. J. Tyson, Mr. J. E. M. Wigginton, Mr. V. Alterio, Mr. P. Campus, Capt. B. Huffie, Miss H. Taylor, Mr. G. M. Clarke, Miss M. L. Dean, Mr. A. Cruz Frana, Mr. G. F. Fitzgerald, Mr. and Mrs. J. M. Fraser, Mrs. S. Fraser, Mr. D. Gordon, Mrs. A. O. Genabe, Miss L. E. Greene, Miss L. Jabelera, Mr. J. J. Jekost, Mr. W. C. Maffin, Mr. J. McAulay, Major B. G. Niyon.



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JUST UNPACKED FOR EVERY SUMMER EVENT



The most popular Drapery Materials as well as attractive Curtains may be selected at our Store, and home-makers should make prompt selection from our immense selection.

Reasonable Prices

YEE SANG FAT CO., LTD.



"THREE CASTLES" CIGARETTES

FAMOUS FOR FIFTY YEARS



AMUSEMENTS

OF HONGKONG



MOVIELAND FEATURES FOR THE WEEK

STAR THEATRE.

Daily at 2.30, 5.20, 7.20 & 9.20.

To-day to Wednesday.—Booth Tarkington's colourful musical romance of old New Orleans in the Crinoline days. Featuring J. Harold Murray and Norma Terris.

Thursday to Saturday.—"On the Level" Victor McLaglen, Fifi D'Orsay and Lilyan Tashman in a gay talkie of rackets and racketeers.

WORLD THEATRE.

Daily at 2.30, 5.15, 7.15 & 9.20.

To-day to Wednesday.—A stirring outdoor romance of the West and its colourful border bandits and ladies who know men's hearts. "The Arizona Kid" featuring Warner Baxter with Mona Maris.

Thursday to Saturday.—"Sonny Boy" Davey Lee the wonder child of "The Singing Fool" in his first starring picture! With Edward Everett Horton and Betty Bronson.

"CAMEO KIRBY" COLOURFUL ROMANCE OF OLD SOUTH.

A perfect picture of the most colourful period of early American history, is presented in "Cameo Kirby." Fox Movietone romantic music drama, scheduled for showing at the Star Theatre to-day.

The story of "Cameo Kirby," written by Booth Tarkington and Harry Leon Wilson, is laid in the 1850 era in New Orleans, aboard a Mississippi River steamboat, and on a plantation in a picturesque Louisiana parish.

The Mississippi River was the centre of activity in those days, serving as it did as the main artery of travel between St. Louis and New Orleans. On the picturesque old paddle wheelers journeyed the gentlemen of the day, in their tight fitting trousers, long-tailed coats and high beaver hats.

Many planters, personally travelled down the river from their plantations with their rich crops of cotton and tobacco, superintending their sale in the New Orleans markets, and then returned home by boat.

Presence of these moneyed men on the boats, led to professional gamblers also frequenting the craft, preying upon the gullible planters with their clever manipulation of the pasteboards.

"Cameo Kirby," a former aristocrat reduced to near-poverty, took up gambling as the only profession he knew. He was described as an "honest gambler," meaning the use of tricks or dishonesty to win.

The only time he did use his expert knowledge of cards in a manner not entirely according to Hoyle, was to outwit a crooked gambler "Moreau" who was fast-plucking a "Col. Randall" of every cent he had realised from sale of his tobacco crop in New Orleans. Randall, pilled with liquor, lost all sense of proportion, and finally in desperation, staked his plantation against the money he had lost.

"Cameo" produced the best hand, and the planter turned over a deed to his property to him, leaving the stateroom. The gambler wrote across the face of the deed, returning it to the planter, but before he could deliver it to "Randall," the ruined man had committed suicide.

Later "Moreau" shot "Kirby" and threw him off the boat, and went to claim the plantation for himself.

How "Kirby" was rescued from almost certain death and later turned up to expose his crooked rival, provides one of the most absorbing dramas.

SONG HITS.

Sung by

J. Harold Murray

"Romance"

—Donaldson-Leslie

"At a Million Dreams"

—Donaldson-Leslie

"Home is Heaven"

—Donaldson-Leslie

"Tender and True"

—Brady-Strauss

Sung by

Stepin Fetchit

"I'm a Peaceful Man"

—Brady-Strauss

STAR

TO - DAY TO WEDNESDAY

The TURN of a CARD WON HIM a BRIDE!

Brought together by Mardi Gras revelers, separated by his high ideals of honor, chance brought them together again when he—cheated!

Cameo Kirby

with
J. HAROLD MURRAY
NORMA TERRIS
Douglas Gilmore, Stepin Fetchit, Robert Edison, Myrus, Loy

From the play by Booth Tarkington and Harry Leon Wilson
Directed by Irving Cummings

Hear the titling songs of Donaldson and Leslie

Presented by William Fox

WORLD

THURSDAY TO SATURDAY

WARNER BROS.
Million Dollar Kid!
DAVEY LEE
in
"SONNY BOY"
WITH
EDWARD EVERETT HORTON
BETTY BRONSON
DIRECTED BY ARCHIE L. MAYO

THE WONDER CHILD OF "THE SINGING FOOL," coming direct to you from his two dollar run on Broadway, in his starring picture!

Davey Lee—the screen child sensation of the age!

A WARNER BROS. PRODUCTION

"NEW YORK AMERICAN" REVIEWS CHILD ACTOR'S FIRST STARRING ROLE AT WORLD THEATRE.

"Sonny Boy." Combine all the "ohs" and "ahs" of dotting parents at the antics of their offspring, and the same appreciative utterances of audiences gurgling at all the child players of the screen, and you have a faint idea of the reception Davey Lee gets, and will continue to get, in his starring role as "Sonny Boy."

The four-year-old youngster divided honours with Al Jolson in "The Singing Fool," in which the child made his first screen appearance as the inspiration for the song, "Sonny Boy."

And in the film of that name, which opens at the World Theatre on Thursday, he is so lovable, so delightfully appealing that everything else fades into insignificance. Davey Lee is, without a doubt, the greatest screen find of years. The Warner Brothers have reason to congratulate themselves. The child is natural, with none of the affectations of most theatre prodigies; he is amusing and winning; he acts with a most ingratiating charm

and a refreshing lack of camera-consciousness. The things Davey is given to do are immaterial, when the youngster puckers up his face and does anything at all, from breakfast to his prayer time—even when he stands right up and holds out his hands, he does it in a manner that one won't forget for a long time. The audience is his forever.

GILBERT RIVALS MYSTIC HOUDINI.

Tricks and illusions of the late Harry Houdini, famous conjurer, are being performed, just as bewilderingly by John Gilbert, screen star. Gilbert does a spectacular magic act in "CHERI-BINI," Metro-Goldwyn-Mayer's filmization of the famous Gaston Leroux story which John Robertson is directing.

SLOW MOTION CAMERA USED IN TILDEN FILM.

"I never thought that, in a few weeks of actual work, I would be giving lessons to millions," said William T. Tilden, America's foremost racket welder after a series of shots in the Metro-Goldwyn-Mayer tennis shorts. Tilden, who rose to international court fame, was the star of the American Davis Cup team for many years.

"The slow motion picture camera will bring the game in an understandable way to every beginner. It gives an opportunity to study the strokes, footwork and various angles of the game in such a way that it can be assimilated. The grips, which might cramp the progress of a beginner for years if used in an unorthodox manner, can easily be seen in slow motion pictures."

Films of this kind will be of great value to tennis. The millions who live where it is impossible to see stars in action will have an opportunity not only to see fast tennis but to see the same tennis slowed down so that it can be studied and digested.

FUTURISTIC SWIMMING POOL FOR "GIRLS TOGETHER."

Swimming pools to order! In "Our Blushing Brides," Dance, Folia, Dance and other pictures in which Joan Crawford has starred, there have been lavish sets. Lavish sets have become almost as much a part of a Crawford picture as Mica Crawford has become the epitome of gay youth on the screen. But in "Girls Together," the Metro-Goldwyn-Mayer Parisian comedy, the most lavish set ever seen in a Crawford picture was built. A swimming pool in a gay restaurant with tables and dance floor at the edges was required. Neither of the two pools at the studio would do. The picture is ultra-modern and ultra-modern pool had to be built.

On one of the huge stages, the most modernistic pool ever constructed was built. To conform with the scenery throughout the picture, the pool was built in a futuristic design. Nine feet deep at the one end for fancy diving, every detail in the pool speaks of the ultra-modern.

On the balcony above and the floor surrounding the novel tank are tables and chairs of the most futuristic design. One hundred and twenty guests in the latest Parisian modes carry on in gay revelry in this most modern setting, the most lavish ever constructed for a Joan Crawford picture.

Buster Kenton, Metro-Goldwyn-Mayer comedy star, is an inventor. He has perfected an apparatus for turning a phonograph off and on from any part of his studio bungalow, and also a remote control apparatus for a radio in the same building. It is an arrangement of pulleys and fish-line. Kenton avers it may also be used for washing clothes and changing tyres.

When he learned that Cliff Edwards bought a bicycle to pedal back and forth between home and the Metro-Goldwyn-Mayer studio, Neil Hamilton, offered to race Edwards to San Francisco for a thousand dollars.

"I'll give him the thousand," sighted Edwards, rubbing his aching legs. "If he will ride up alone, and send me a wire when he gets there!"

VICTOR McLAGLEN HEADS GREAT CAST IN NEW COMEDY DRAMA.

Presented by a splendid cast, topped by Victor McLaglen, "On the Level," Fox Movietone all talking comedy drama, opens an engagement at the Star Theatre on Thursday.

It is based on a story by William N. Wells and ably directed by Irving Cummings.

McLaglen appears as a structural iron worker who flirts with danger and with a beautiful woman who occupies an office in a building next to his job and, after meeting her, falls for a real estate racket the woman and her confederates are promoting.

She not only induces him to invest his money, but influences him to interest his pals in the purchase of mythical lots.

When the swindle is discovered, McLaglen's fellow workers, who had up to that time regarded him as on the level, attempt to mob him, but they are held at bay by McLaglen's lady-love, whose confidence in him has not been shaken, until he and his "buddy" escapes.

They trace the racketeers to the railroad station and board the train that is ready to pull out for Montreal. It ends happily after a terrific battle. Also, a sweet romance reaches a conclusion at the climax.

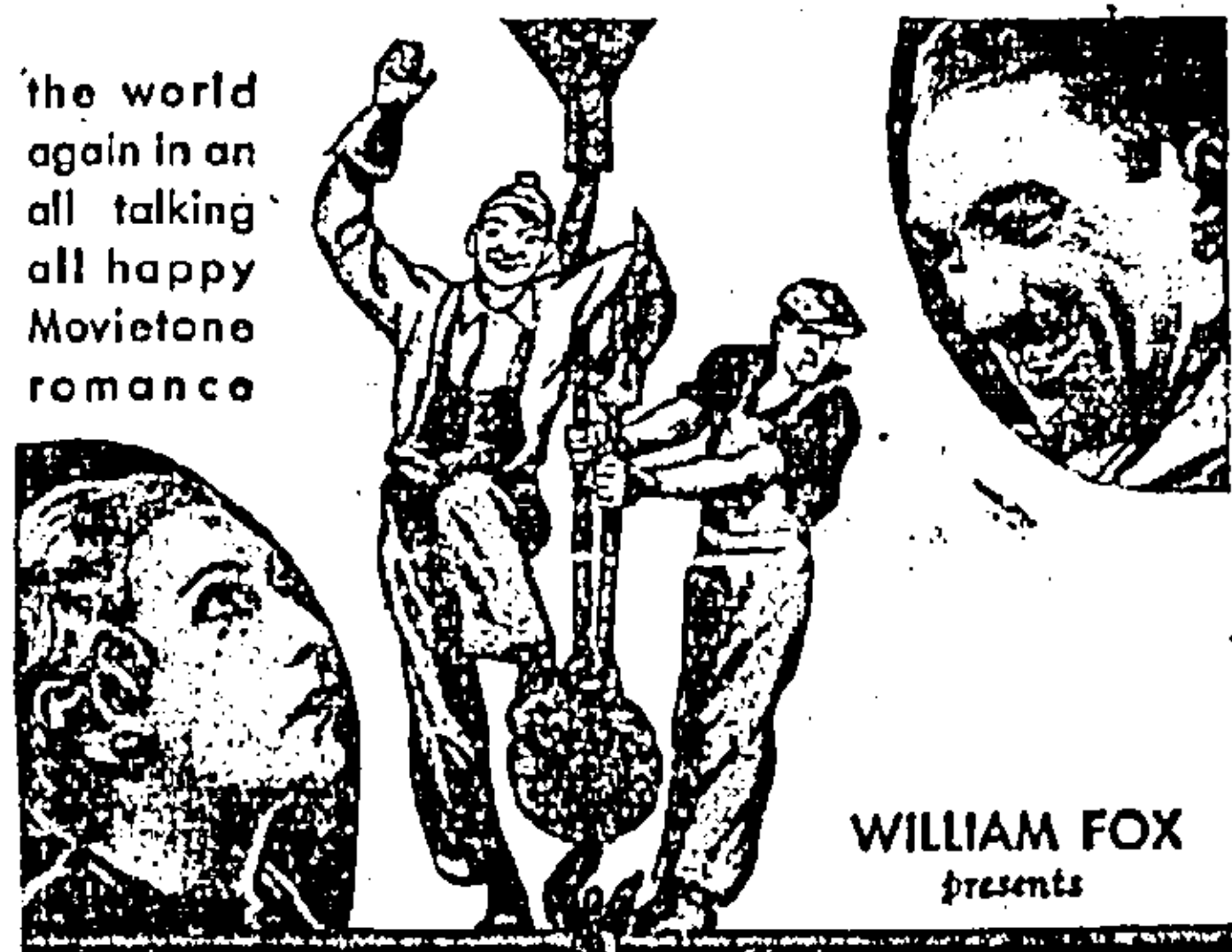
McLaglen has played in many pictures but he never had a better role. He is amusing; he is dramatic by turns and his performance is convincing. William Harrigan, well known stage actor, portrays the role of McLaglen's "buddy" and is well suited to a rather difficult part. His scenes with McLaglen twenty-four stories up in the air and in the boarding house where McLaglen "dolls up" to meet the woman who has intrigued him, are hilariously funny, but not more amusing than the action in the amusement park where he "entertains" Lilyan Tashman, famous vamp of the screen, who plays the leading feminine role. Splendid support is given by an unusually competent cast that includes such well known screen personalities as Arthur Stone, Fifi D'Orsay, Mary McAllister, Ben Hewlett, R. O. Pennell and Harry Tenbrook.

STAR

THURSDAY TO SATURDAY

VIC'S ON TOP

the world again in an all talking all happy Movietone romance



WILLIAM FOX presents

ON THE LEVEL

COMEDY
A
HAPPY
BIRTHDAY

FOX
MOVIETONE
NEWS

VICTOR McLAGLEN
WILLIAM HARRIGAN
LILYAN TASHMAN

play the roles of their gay lives in this mad-cap mighty mirthy Movietone of a two fisted hilarious he-man in love with one wide awake blonde racketeering beauty.

Directed by
IRVING CUMMINGS

WORLD

TO - DAY TO WEDNESDAY

The West of colorful border bandits and ladies who know about men's hearts

A stirring outdoor movietone romance with

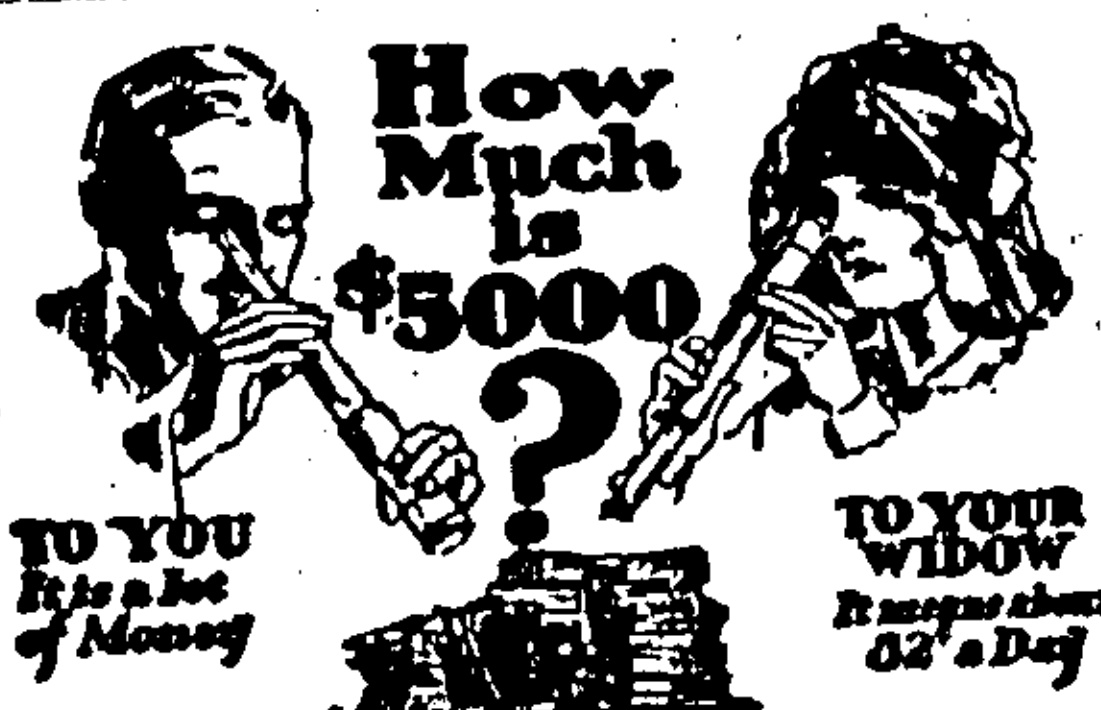
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YEE SANG FAT!



Some of my readers in Macao will probably object that this is hardly

Round the Town. Well, for once you can call it Round Macao Town instead of Hong Kong Town, if you like. I have not kept much in touch with happenings in Hong Kong this week, having had to pay a flying visit to Macao on private business. However, a newspaper man cannot help mixing professional and private business. It is second nature with him to keep his eyes and ears open wherever he may be, on furlough or on duty.

So, whilst in Macao, I saw and heard all that I could take in during 30 hours' stay—result, these notes for Arty Teetles!

I visited a patient in the Hospital de Sao Rafael, and there I learned that Count Nicolas de Toulouse Lautrec de Savine was one of the inmates, so, naturally, I looked him up. I found the Count in sole possession of a large ward containing about a score of beds. He received me courteously, and on learning that I was a *Herald* man said that he was always glad to see a representative of the British Press. In fact, he was an admirer of Britain and everything British. No, this was no empty compliment, and to prove that he had been of that opinion for a number of years, he presented me with a copy of an ode to Britain written in English which he had had printed in Shanghai in 1929.

Here it is:—
The Ode.
Oh, Britain, Great Britain; of which

you are!

Nation of Shakespeares, Lord Byron, Darwin, Mills, Spencer, Pitt, Gladstone, who carried the British

"car"

Of National Power, Spirit and National will,

Giving to the world, of civilisation the way;

This is the ideal of Britain, before and to-day...

Brothers and Sisters in Christ to all Earth

To whom I address with my loving heart;

Look and see, take my advice; Take the same way, if you are wise...

Keep Shanghai, China, India, In British hands and power, They will protect us, our wives, children, and mothers.

The Bolshevik propaganda, the Bolshevik plague must be stopped

With arms, with bullets, and with rope!

The ode was subscribed thus: Count de Toulouse Lautrec, hereditary Knight of Malta and such a British knight. True and great friend of British people, admirer of British power, Greatest power on Earth.

The Count told me

We Chat. that he knew English but would rather talk

Russian or French, preferably French. He thought in that language and, of course, it is "curious" to convey French

thought in English. Did I speak French? Well, we compromised by conversing in Russian.

Would the Count like to give his impression of Macao? I asked.

He was sorry he could not give any, because since his arrival in Macao, towards the end of May, he had not been out of the hospital.

No, he was not ill, but there had been a lot of influenza in Macao and the House Surgeon did not permit anyone to go out, and up to the

time of my arrival (Tuesday) the ban had not been lifted.

The conversation switched to the Count's life story published in the *Sunday Herald* recently. Then the Count took out scores of thick pads of manuscripts of six books and numerous articles which he had written in English, French and Russian. They cover various subjects of interest, mostly concerning Royalty. His latest article, written in Macao on May 31, 1931, was headed "Adios Alfonso! Darkness of the Kings," and thereby hangs a tale of misfortune for the Count.

The Count told me

He is sadly of how he had Swindled. been the victim of a

soon after his arrival in Macao, and he was sorry to state that the swindler had claimed to be a member of my honourable profession.

That was why he had trusted the man. He knew now that the man was not a journalist but a plausible masquerader.

According to the Count, the man said he was a Spaniard and a newspaper man from Manila. He had written his name and address in a little book which the Count kept, and in which he invited his visitors to make entries. Would I like to see it?

The name is Spanish right enough, but, in the light of information I secured subsequently from people in Macao, it is more than likely that the name is a fictitious one, and so it serves no purpose to give it here. Two addresses were written under the name: 2, Maria Lucinda, Macao, and 453, Dart Street, Manila P.I.

The street "Maria Lucinda" is unknown to Macao friends from whom I inquired; and to the best of my knowledge, I know Manila well enough, I think, there is no "Dart Street." In fact, the name "street" is never used in Manila, it is always the Spanish "calle."

I also learned from other patients of the hospital who had seen the Count's visitor that he is not Spanish but Filipino. One of my informants also asserted that the Filipino had twice got into the hands of the Police for similar swindles in less than six months' residence in Macao.

The Count communicated with the Police as soon as these discoveries were made, and, although the move was somewhat late, if the Filipino had not skipped it to Canton or Hong Kong, I feel confident that he will soon renew his acquaintance with the Macao Police.

But I have not yet told you this plausible swindler's modus operandi.

He visited the Count and told him that he would like to publish an interview in his paper in Manila, and as the Spanish colony in Manila was large, he felt confident that he would be able to sell the Count's article "Adios Alfonso" to his paper, which would be only too glad to snap it up.

The Count was delighted with the prospect of a sale and confided to the pseudo-journalist that he was low in funds just at the moment and if his visitor would hasten the sale of his article he would be doing him a great favour.

Here was the swindler's chance. A rapid glance round the room and his practised eyes had taken in possible means of putting a few dollars into his own pocket.

His reply was a perfect example

of rapidity of thought. Much as he would like to help the Count, he said, it must be realised that it takes time to send letters to and from Macao and Manila. It would be a month, at least.

However, he knew a way to raise some money for the Count immediately. He (the Count) had two perfectly good overcoats hanging on the wall, yonder. It is summer now and he won't need them for some months, why not put them in pawn and redeem them when the Count received his remittance on the sale of his article?

The Count thought it was a grand idea, but he was not permitted to go out.

That was all right, the so-called newspaper man was glad of the opportunity to be of some little service to the Count. He would take the coats to the pawnshop for him and return with the money in a few minutes.

The Count parted with his coats and his visitor, up to the time the story was related to me in Tuesday, (three days after the "coup"), had not return and is not likely to, unless he is brought along by the Police!

The Count was philosophical about his loss, however, remarking to me: "I have always trusted people that I have come in contact with, and seldom has my trust been misplaced; but I suppose I should have known that the East is different. However, (and here he chuckled), I shan't freeze when winter comes because I have another coat that, fortunately escaped his notice!"

A popular officer of the Police Force

Inspector John Ogg, after nearly 26 years' service. With Inspector Ogg are Mrs. Ogg, and their daughter and son.

Inspector Ogg joined the Police here on December 29, 1905, being drafted from the Perth Police, Scotland, with which force he served for six years.

His promotions in Hong Kong were: Lance Sergeant, December 28, 1910; Sergeant, July 15, 1914; Inspector, April 18, 1923. He passed his First Aid examination on March 23, 1929.

During his service, Inspector Ogg has been commended by the I.G.P. (then C.S.P.) on three occasions, and on March 23, 1929, he was awarded the 4th Class Police Medal for long and faithful service.

Inspector Ogg's commendations by the C.S.P. were:—

December 20, 1912.—"For the smart and plucky arrest of two men in possession of loaded revolvers at 64, Stone Nullah Lane on the 8th inst."

March 19, 1920.—"For the action he took in the Chung Po murder case, New Territories. At the Criminal Sessions, on September 1, 1919, the murderer was sentenced to death."

April 1, 1921.—"For diligent and assiduous work in the investigation of two murder cases that occurred in the Shamshui District on January 9 and 21, 1921."

Inspector Ogg was the recipient of a presentation, at the Police Recreation Club on Wednesday night, in the presence of a large gathering of comrades.

The vacancy caused by Inspector Ogg's retirement is filled by Inspector L. P. Lane, as Divisional Inspector of the Southern District, Kowloon, Sub-Inspector A. W. Smith going as Divisional Inspector Hungnam and Kowloon City, vice Inspector Lane.

President Hoover has condemned the dolo system. Hoover asked him anyway?

Good news for Civil Servants and talpans:—A new line has been opened in office furniture—armchairs specially designed to rest the weary limbs of those who spend the week-ends in hiking.

"Yesterday," writes a Nature observer, "I saw a straw hat at Repulse Bay." After this we expect to hear at any minute that he also heard the Sanitary Department bellman announcing the Battle of Waterloo.

Thus a local paper: The forthcoming marriage is announced of George Woodward, Civil Sergeant, serving at Victoria Jail. It is known that civil when handling a squad of recruits, but one would expect a sergeant to be civil when giving notice of his own wedding, so why emphasise it?—Woodward, but not backward!

In view of the pride of the Hong Kong hiker in his two brown knecs, which it's such a shame to cover when he gets back to "work," we understand that a city outfitter has been asked to design a pair of trousers with the knecs cut out.

Even the road hogs had a good word for Inspector John Ogg, who went on leave yesterday.

Having seen the state of the sanitary services in Canton one feels that what China needs is not Eugene but Eugenical!

Yesterday there came into our office a gentleman with a swollen leg, which he stated on his oath had been caused by a mosquito bite sustained at Taipei. Accordingly we have much pleasure in Awarding the Tropical Belt to the Metropolis of the Mainland!

Another coincidence—On July 10, 1928, this writer boarded a P. & O. steamer to see a friend off home, and by the same vessel sailed Mr. T. H. King. Emergencies of business on Saturdays have precluded this writer from doing another farewell on a P. & O. steamer until yesterday—and Mr. T. H. King was again on board Home-ward bound!

To-day's highly improbable yarn:—A tramcar once ran from Kennedy Town to Causeway Bay without being held up for more than five minutes.

We note with sincere regret that the death notices in mail week included the name of the one-legged Aberdonian who entered a cycle store and demanded a machine for half-price.

We ask a moment's silent sympathy for the gentleman who arrived home in the early hours of this morning and explained to his wife that he had just that moment heard the result of the K.C.C. v. C.C.C. lawn bowls match.

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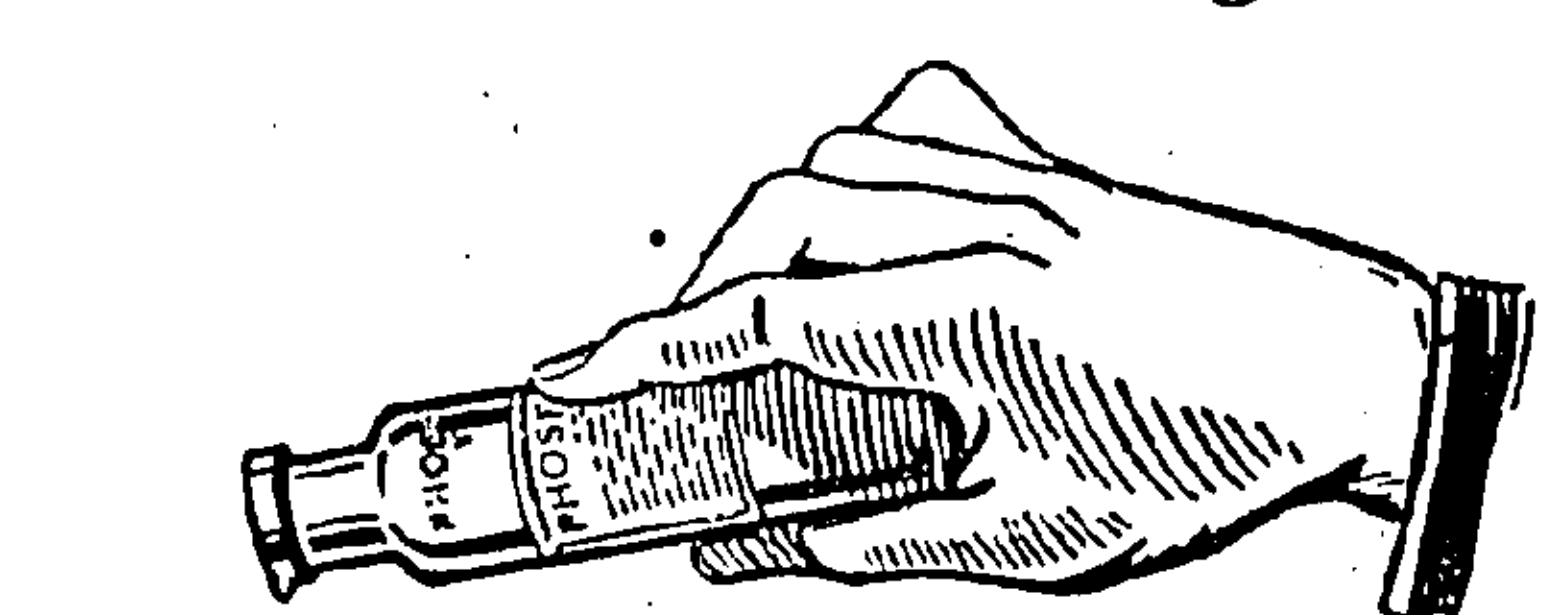
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Hongkong Sunday Herald.
MOTORING SECTION
HONG KONG, JUNE 21, 1931.

... light.
hearted I take to
the open road,
"Healthy, free,
the world before
me."

CAR WEAR LESS IN SUMMER DRIVING

THOUGHT GIVEN NOW MEANS LONGER PERIOD OF SATISFACTION.

[By Frank B. Killian, Chief Automotive Engineer, Vacuum Oil Co.]

Passenger cars are subject to much more wear in the four coldest months of winter than in the other eight months of the year. Motorists drove, on the average, twice as fast last winter as they did ten years ago. Engines were heated from near-zero or below-zero temperatures at starting to as much as 180-degree crankcase oil temperature within half an hour.

Motorists are now taking certain simple precautions to insure good operation in spring and summer. They consist largely of measures taken to repair the effects of winter driving or a winter in storage. Carefree driving throughout the year depends largely on these little steps taken now.

It is a paradox concerning automobiles that the season when they generally get the least use is the time when they wear the most. The greatest trials of a car, for a number of reasons, are during winter operation.

Think of a car owner starting his engine on a freezing morning, the mercury in the thermometer down out of sight, and then pic-

ture him ten minutes later, speeding along a concrete highway at 40 to 50 miles an hour.

In winter, the dilution of oil is greatest. Dilution results when gasoline passes by the pistons into the crankcase. Because of the cold weather, the gasoline does not vaporize as completely as in summer. As a result it fails to burn completely, and what is left above the piston seeps down into the crankcase, where it mixes with and impairs the quality of the oil. An important cause of increased dilution in the winter is the greater use of the choke in starting, made necessary by low temperatures.

Metal Fragments Pollute Oil.
Thin oil results in greater wear of cylinders, piston rings, pistons, crank shaft, connecting rods and wrist pin bearings. As a result of this wear, small metal fragments are torn away from the wearing surfaces and get into the oil stream where they are carried through the engine, producing still more wear. High quality oil, frequent changes of oil, and prudence in such details of car operation as the limited

use of the choke in starting are important in keeping this wear at a minimum.

The metal particles mentioned above settle out in the form of insoluble matter which must be removed when preparing the car for spring and summer by draining the crankcase, after which fresh oil of the proper grade for summer operation should be supplied.

All that has been said of the engine holds true to an even greater degree of the transmission and differential, which also need new oil for spring and summer driving. As much care should be taken to supply the proper grade of lubricant here as for the crankcase. It is obvious that oil recommended for the crankcase of a particular car is not necessarily suitable for lubricating the whole car. It is equally true that wear is increased when oil or grease, not especially designed for the work it has to do, is used in differential or transmission. The proper grade may be determined by consulting a chart, such as the Mobiloil chart, which has been compiled on the basis of years of engineering knowledge by a manufacturer of high grade lubricants.

If a quality oil is used, suitable precautions taken in operating the engine, and attention given to necessary crankcase draining and oil replenishment, satisfactory operation should go on almost indefinitely.

Crankcase Rules.
These rules are simple. Those that follow refer only to the crankcase. Suggestions regarding the transmission and differential, and for lubricating the chassis, will be given in later articles.

For proper care of the crankcase:

Drain winter oil from the crankcase after the engine has been running for fifteen minutes or more. This will thin any congealed oil that may be present and will permit the oil to drain more freely and completely. Be sure to let the crankcase drain thoroughly before replacing the drain plug. If the crankcase is drained when the engine is hot, as suggested above, any foreign matter present in the oil will be carried off.

In removing contaminated oil, kerosene should never be used to flush the oil reservoir. Some of it is certain to be trapped in the splash troughs or other pockets in the crankcase, remaining there to dilute the fresh oil put in. It is desirable to flush the crankcase with a quart of fresh oil, if flushing is necessary.

When the crankcase has been drained and the drain plug replaced, it should be filled with the proper grade of high quality oil, such as Mobiloil, determined for your car from a reputable oil manufacturer's chart of recommendations. In this connection, it is important to remember that the effectiveness of lubrication, and consequently the safeguarding of your car depends, not on colour or body, but on the methods employed in making the oil. Good oil is made, not found. Its real lubricating qualities are put into it by an experienced and reliable manufacturer.

A few cents saved in purchasing a fugitive brand of oil, of unknown lubricating qualities, may cost untold dollars later in bearing and other troubles.

[This is the first of three articles written for the Sunday Herald by Mr. Frank B. Killian. His second article will appear next Sunday.]

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KING AND SAFETY GLASS.

Many people have wondered why, until now, the King's cars have not been fitted with safety glass. The following is the explanation.

When it was suggested that in the interests of safety the side windows should be of safety glass, it was feared that discolouration might prevent the people seeing him.

His Majesty's advisers are now satisfied that safety glass is as clear as the ordinary type however, and the five new cars just delivered at Windsor Castle for himself and the Queen have triplex in the wind-screens and all windows.

NEW RACING BOAT.

Miss Betty Carstairs, the well-known woman speedboat pilot, has just built at her private yard at Cowes, a remarkable new racing hydroplane to compete against the Americans at the Southampton Motor Boat Week, beginning on July 18.

According to The Motor Boat, "New II," as the new craft is named, is 21 feet long with a beam of 5 feet 4 1/2 inches. The engine is an eight-cylinder 512-litre Gray unit developing 145 h.p. and the power is transmitted to the propeller through an epicyclic gearbox and a forward vee drive. Dual rudders are fitted, one forward and the other aft in the usual position, and these are interconnected so that they operate in unison. The engine is protected from flying spray by a deep coaming and a canvas cover on light spreaders, which will also serve as a partial cover to the occupants of the cockpit.

Two boats are also being built at Southampton to compete in this important race, one being for Mr. H. Scott-Paine, the present holder, and the other for Mr. White. It is probable that the Americans will send three boats over from the States to make a determined attempt to regain the trophy.

ASBESTOS BOAT.

Three of the most important motor manufacturing concerns in Britain are carrying out private tests of an entirely new type of motor body made of asbestos, specially good for the tropics, because these are heat resisting.

If these experiments prove successful—and they have now reached an advanced stage—they may have far-reaching effects on the design and manufacture of motor coachwork.

This new development will be watched with the keenest interest by all car owners, for bodywork has become of prime importance in the buying and selling of motor-vehicles.

One of them looked like any well-finished modern coachwork. The paintwork was, if anything, more smooth and glossy than that on the average car body.

The roof of a saloon car lay on the floor. It was possible to lift this without the least effort. The complete body looked substantial.

WILLYS SIX.

Wins Gruelling Hill Climb.

Sweeping up the famous highway to the summit of Pikes Peak, two stock Willys Six roadsters won first and second places in the twelfth annual running of the world's greatest hill climbing classic for stock cars. The Willys Sixes, in this terrific test of power, speed and stamina, competed against the largest number of cars ever entered in the race which is run each Labour Day under supervision and sanction of the A.A.A.

The winning Willys Six covered the gruelling mountain route of 12 1/3 miles in 24 minutes, 18 1/5 seconds. This establishes a new Pikes Peak record for cars selling under \$1,000. The second Willys Six was clocked in 25 minutes, 18 seconds.

When the first car took off on its mad dash up the rock bound side of the famous mount, more than 15,000 persons lined the course from Crystal Creek Canyon to the finish line at the summit.

Dashing across the starting line at Crystal Creek Canyon, 9,150 feet above sea level, the Willys Six began the dangerous and gruelling race against time—a race which is recognised as one of the sternest tests of a car's power, speed, inbuilt stamina and safety.

Into the "flats" of the lower ranges the Willys Six flashed around curve after curve and the steady hum of its 65-horsepower engine echoed back through the massive canyons. With the first five miles out of the way, the car whirled past Glen Cove where thousands had gathered to witness the famous classic.

From that point on every inch of the way becomes more difficult and hazardous and is recognised by veteran Pikes Peak drivers as the most gruelling part of the route. In these upper reaches where the grades are steepest, the Willys Six continued its steady climb with the powerful engine responding to every demand of the driver.

Four miles from the finish line the car entered upon the most thrilling part of the race—negotiating the famous Pikes Peak "switchbacks." The "switchbacks" are a series of "W's" where the car travels over a zig-zag course, climbing higher and higher up the side of the mountain. It was over this tortuous part of the race course that the great power, speed, stamina, perfect carburetion and efficient cooling of the Willys Six was dramatically proven.

Up the last grade, one more turn and the Willys Six swept across the finish line at the very summit of the peak, 14,109 feet above sea level, and was closely trailed by the second Willys Six, these cars defeating the most impressive field ever entered in the Pikes Peak race class under \$1,000.

At the end of the race, the engines of the two Willys Sixes were purring as softly as at the start, neither one showing any signs of weakening under the most severe punishment.

The race was staged under almost perfect weather conditions before a crowd of several thousand. Both of our drivers had perfect control of

MOTOR CYCLES IN TRAFFIC.

"There has never been any doubt," says "Carbon" in Motor Cycling, "that the unrestricted vision one obtains from a motor-cycle makes driving, especially in traffic, very much more easy than in cars, when screen pillars and long, high bonnets so often make blind spots. Another point on which we score was brought home to me one Sunday evening recently, when, to my sorrow, I was going away from town against the incoming stream of traffic. I noticed that when car drivers wanted to overtake they had to pull out quite a way towards their wrong side before they could see if the road was clear."

"In a stream, when everyone thinks they can go a wee bit faster than the man in front, it means that half a dozen cars travel in echelon formation, the last being hopelessly on his wrong side. A motor cyclist has to need to do this—a slight outward movement of the body and a little craning of the neck enables him to see around the vehicle in front without pulling out of his proper place."

RETURN TO LINCOLN.

As one reporter suggests. Young Michael of Roumania may not fully understand the complexities surrounding his father and the kingdom, but he knows all about motor cars.

The nine-year-old Grand Voyvode of Alba Julia, as he now is known, no longer has to bother with uniforms, salutes and regencies. With his father, King Carol, returned once again to the throne, the dignified little youngster can now devote his time to other matters.

And even if Michael does have to be propped up a bit in his seat to drive the Lincoln, he handles it like a master chauffeur. It isn't any trouble at all to drive the beautiful car from the Cotroceni Palace, in the suburbs, through city traffic along crowded boulevards and twisted side streets, to his home in Palace Princilor.

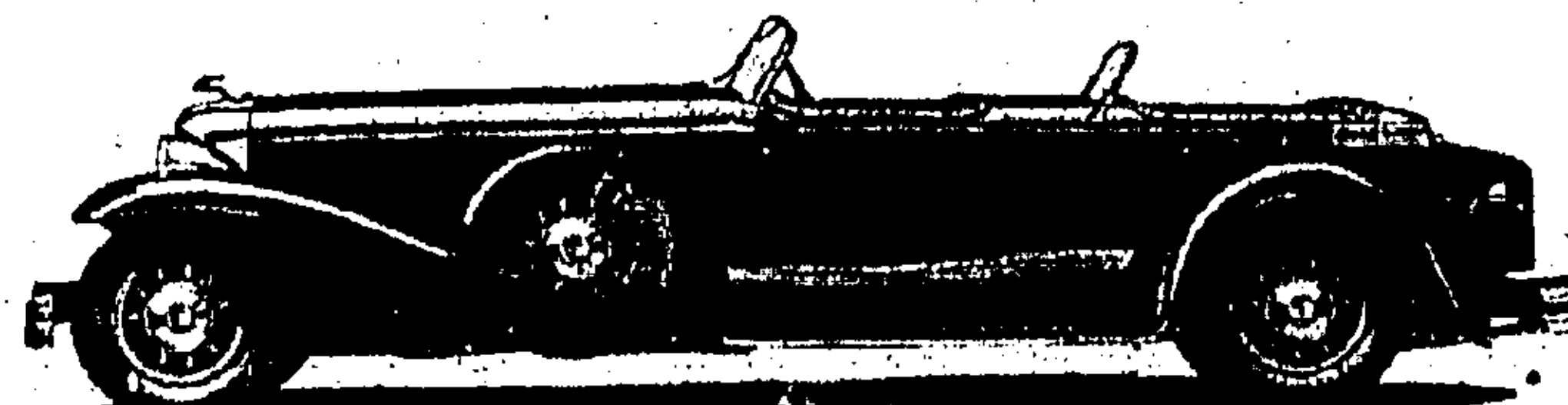
their cars on all curves and did not lose a second in making the turns. Both of these drivers, W. F. Shepherd and L. L. Bowser are employees of the Colorado Springs Motor Company having been with the company for several years.

The stock car event was well represented by competitive cars, a Plymouth, Durant and two Fords being entered.

The drivers were loud in their praise for the remarkable performance of the Willys Sixes and declared that, not only did the engines deliver every ounce of maximum power throughout the race, but their ability to maintain a high top speed as well as a high speed when second gear was required, enabled them to set a new Pikes Peak record for stock cars in the light car class.

The winning Willys Six was driven by Wilbur Shepherd with Les Bowser piloting the second one. In winning this race, Shepherd gains possession of the famous Penrose trophy for one year.

Chrysler Imperial Custom Eight Phaeton.

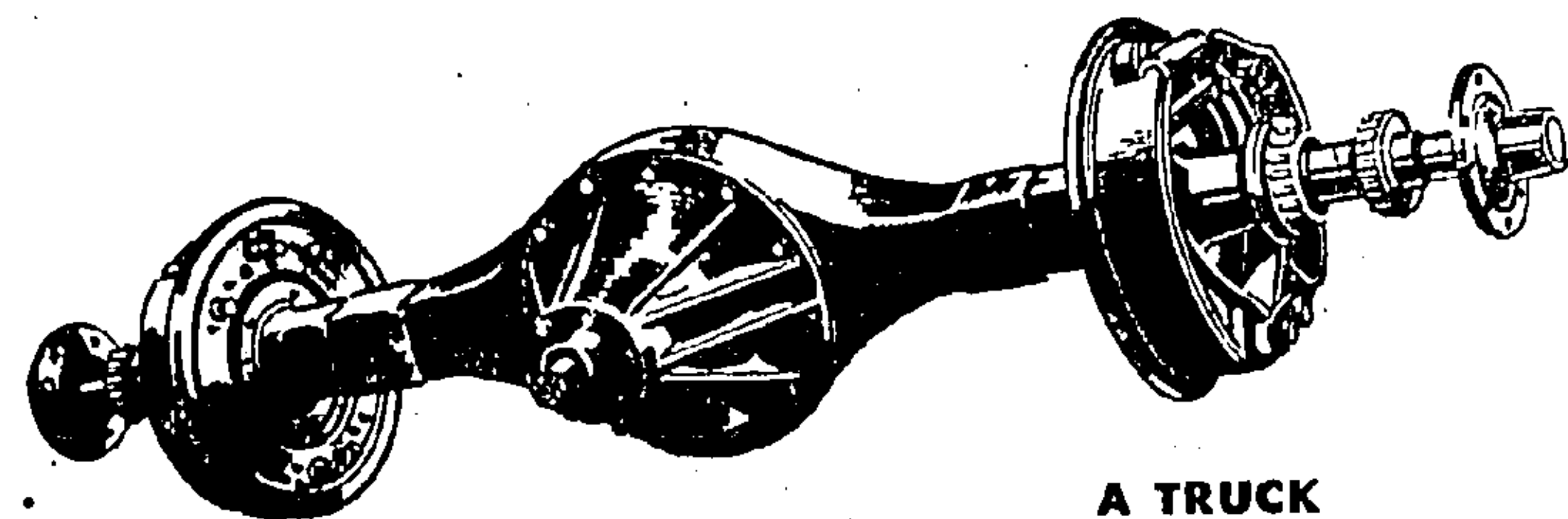
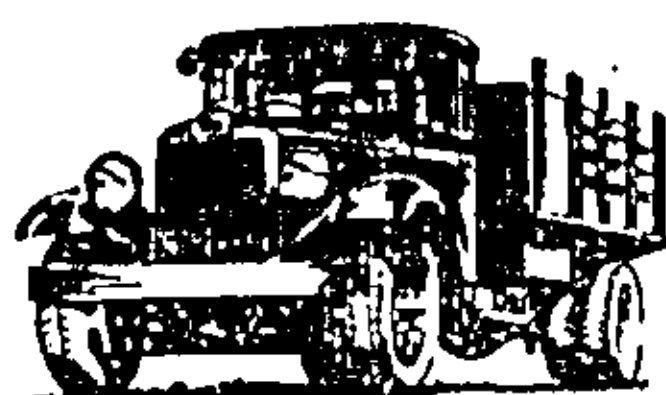


Freedom, motion, symmetry, balance and vigorous originality distinguish the Leflaron design of the Chrysler Imperial Custom Eight Phaeton. Typically American and unmistakably modern, the Phaeton has no part in its make-up. It incorporates many noteworthy features of design. Forward and tonneau windshields are mounted at a rakish angle, giving to the silhouette of this car a sleek, fleet appearance. Front windshield is stationary, but the tonneau shield is of the folding type. Unexpected comfort features such as front door side arm seats and an adjustable seat for the driver's seat are found in the Phaeton. The appearance of a double airplane cockpit is imparted with the belt rail, trimmed over the side. Simple in design, the dominant appeal of the Phaeton lies in its striking dignity and grace.

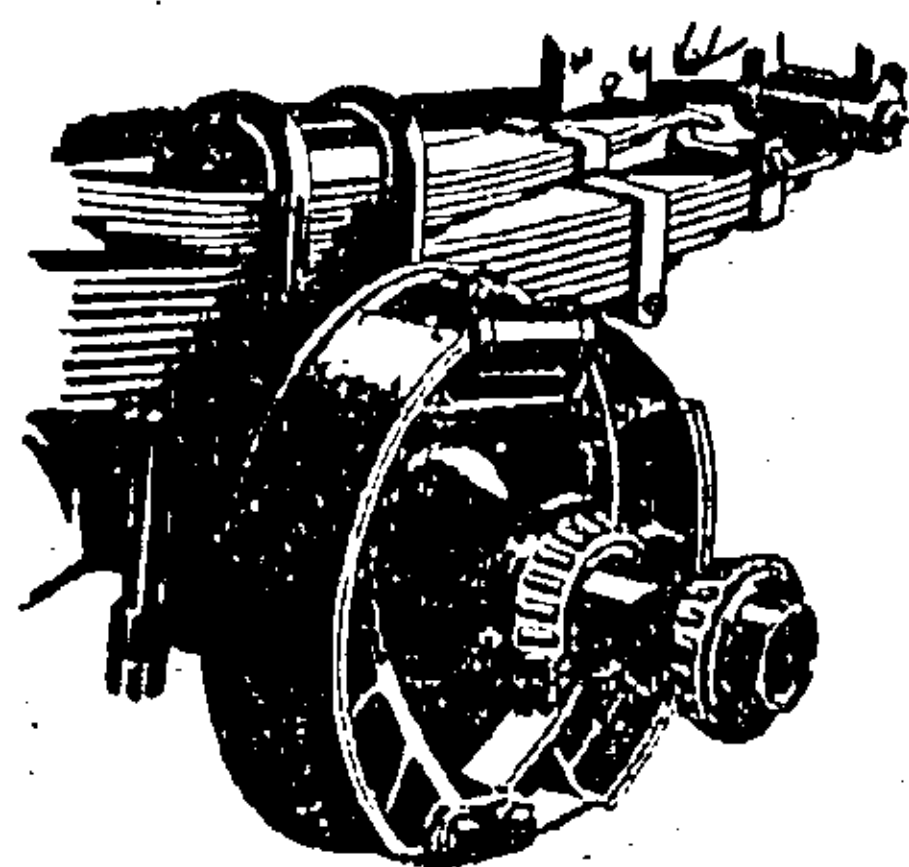
NOW HERE DODGE TRUCKS

DEPENDABLE - ECONOMICAL - CAPABLE

Do MORE WORK AND
MAKE MORE PROFITS



With this rugged, high quality, full-floating rear axle, shafts transmit power easily—and may be quickly replaced without removal of wheels or one of lock.



These safe, sure, easily-applied 4-wheel brakes are internal-expanding and therefore weatherproof... self-equalizing and assuring uniform braking on all wheels... positive... easy to adjust.

A TRUCK

FOR EVERY HAULING NEED

STANDARD TRUCKS

There are four standard models, 2 four-cylinder and 2 six-cylinder, with wheelbases from 109 inches to 136 inches. Payload capacities range from 1,200 to 3,850 lbs.

HEAVY DUTY STRAIGHT FRAME

There are seven Heavy Duty Straight Frame models, all six-cylinder and with wheelbases from 140 inches to 195 inches. Payload capacities range from 2,950 to 11,175 lbs.

HEAVY DUTY DOUBLE DROP FRAME

There are four Heavy Duty Double Drop Frame models, all six-cylinder and with wheelbases from 150 inches to 195 inches. Payload capacities range from 3,500 to 11,175 lbs.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

AUTO BUS.

Pushing Development in Philippines.

A few years ago the principal municipalities in the Philippines were located on rivers or places which had natural seaports and while there were a number of well defined, and in many cases well located roads, they were so poorly maintained that communication between the various cities was only possible during certain seasons of the year.

The only other outlet for products from the various provinces was the railroad which connected Manila with Daguupan and Manila with Calamba. As might be expected the provinces directly affected by the railroad became large producers of various products, while other interior lands equally fertile and fully as well adapted for the same products, remained uncultivated and unsettled. The only means of transportation then, which could be relied on, was the boat for the seaport and river-towns and horse-drawn vehicles during certain portions of the year, for the towns not located on the railroad. About 1906, there was an agitation for a system of roads and bridges to be located and maintained in such a way that there would be communication between the various provinces and municipalities during any season of the year. As we know this system of roads so far materialized that practically all the islands have their principal cities connected by roads excellently located and maintained. This has caused the rapid development and colonization of many hectares of land which heretofore had been uncultivated and in fact unclaimed.

First Autos in 1906.

With the extension of the road system, the rapid development of the municipalities and the increased cultivation of the land, it was necessary to secure a means of communication more rapid than the horse-drawn vehicles and more frequent and reliable than the various boats which made the connection to the principal seaport of Manila. About 1906, the first automobiles were delivered to the islands, but as the roads were only passable for very short distances there was no great increase in the motor transportation before 1910 or 1911, and at that time it was principally in the Manila district. About 1911 certain of the people who had developed water transportation connections, first tried the use of passenger buses between some of the larger municipalities. While this showed a substantial growth for a number of years it did not show a remarkable development in the service which it rendered. Competition was practically uncontrolled and in most cases the competing companies had made their rates so low and competition was so keen that neither the operating companies nor the public received very much benefit. With the passing of the Public Utility Act, Philippine Legislature Bill No. 3108, which granted a franchise to any company who would and could maintain regular traffic with reliable equipment over certain prescribed routes and prohibited competing vehicles from operating on the same routes, the use of facilities became popular and generally used not only in the transportation of passengers but in the development of the interior towns.

Remarkable Development.

New municipalities have been established, vacant land cultivated and the various products increased to a remarkable extent. Throughout the islands many applications were made and franchise granted which at the beginning had permits for 1 to 3 trucks, and which have now expanded to such an extent that several of the large transportation companies have equipment consisting of 100 to 150 trucks operating on fixed schedules and carrying thousands of passengers daily between the municipalities. One of the large companies carried in excess of 7,000,000 passengers last year. Although the railroad has been extended so that the lines now pass through many sections of the country, they have not been able to compete with the trucks in the transportation of passengers. The advent of the motor bus was a solution to the transportation business. Heretofore only railroads furnished rapid and dependable communication but the cost of installation and upkeep made this available for very few sections—the completion of the new roads, connecting the municipalities and the application of the motor truck to passenger traffic furnished a fast, dependable economic vehicle, which is now in use in every province over practically every road. The auto bus, furnishing an

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realizes the importance of this little word. The following collection of "don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the pump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.

economical, convenient and flexible form of transportation, together with the excellent system of well maintained roads is responsible for the prosperous and constantly enlarging barriers and municipalities. These transportation developments, are now a part of the economic development and could not be removed without demoralizing the industrial as well as the domestic life of the various provinces.

While companies for freight and passenger service are increasing daily, it is only the well managed, well maintained ones that succeed. As to the merits of the individual truck the operator only can tell.

The main thing to consider is that the auto bus is the leading factor in developing the rural district and their use should be fostered for the increased benefit of all concerned. The average company are real benefactors to any community being the rural connecting link between the rural district and the municipalities.

One has only to visit any of the provincial districts to note the improvements which line every improved road. Districts which were sparsely inhabited are gradually increasing in population and prosperity.

The motor truck while furnishing dependable communication must be protected—ungoverned competition, could within a short time completely demoralize the excellent systems which we now have, after which we would again be at the mercy of the unscrupulous.

Expansion of the present existing lines with proper control of company and dependable communication but the cost of installation and upkeep made this available for very few sections—the completion of the new roads, connecting the municipalities and the application of the motor truck to passenger traffic furnished a fast, dependable economic vehicle, which is now in use in every province over practically every road. The auto bus, furnishing an

GOOD PROGRESS.

Auburn and Cord Cars.

Auburn Automobile Company shipped 4,467 Auburn and Cord front drive cars in the first 25 days of March as compared with the 1,844 for the same period in 1930. Mr. R. H. Faulkner, President, announced.

Total number of cars shipped by company since January 1, is 10,475 or 78 per cent. of the entire total of 13,693 shipped in 1930. Shipments will pass the 5,000 mark for the full month of March.

Production has steadily risen since the first of the year, Faulkner said, with the company still behind in order. January production and shipments were 2,041 as against 1,632 in the same month of 1930 with February at 4,052 as compared with 1,768 in February last year and 2,339 in February, 1929 record production year of the company.

All plants of the company are now operating at capacity, Faulkner said, with most departments on a ten-hour basis. The Auburn plant at Connersville in averaging better than 200 Auburn cars daily and an additional 65 Auburn cars are being produced daily at the plant in Auburn, Indiana.

Sales to nineteen of the company's distributors by March 21 of this year have been 87 per cent. of the total for 1930, with eight of these distributors having already sold more Auburn and Cord cars in the slightly less than three months' period than during the entire year of 1930.

Cities represented by these distributors with deliveries for both periods are:

First 85 days	1931	1930
Chicago	1,000	1,089
New York	1,578	2,653
Los Angeles	744	507
San Francisco	392	395
Milwaukee	301	196
Philadelphia	675	335
Detroit	217	180
Cleveland	323	528
Columbus	166	71
Pittsburgh	485	269
Boston	514	708
Washington	102	122
Dayton	82	47
Cincinnati	123	173
St. Louis	235	95
Kansas City	154	145
Toronto	119	130
Montreal	142	196
Batterdam	91	160

THE OLDSMOBILE.

Breaks All Sales Records.

The public's enthusiastic acceptance of the new 1931 Oldsmobile is definitely indicated by the fact that Oldsmobile sales, during the New York Automobile Show when the car was introduced, broke all records of the past four years.

Three times as many cars were sold to visitors at the Oldsmobile exhibits during the week of the 1931 show as were sold during the same period at the 1930 show. Before closing hour on the fourth day of the show, sales had exceeded the previous year's mark, with a new record for the week assured.

Attendance at the Oldsmobile exhibit likewise established a record, crowds thronging the prominently located Oldsmobile display at all times.

Interest in the new models centered in the numerous improvements with which the 1931 Oldsmobile was heralded as an outstanding "value-offering." The 40 improvements in the new Oldsmobile were favoured with wide interest by show visitors. The new body designs and equipment, the synchro-mesh transmission with quiet second gear, and the new downdraft carburettor were the outstanding factors in sales.

"Value" appears to be the watchword of the buyer this year. Prices and improvements are apparently being more carefully weighed than in any year within memory; and with Oldsmobile's numerous advancements with which to meet the public demand for increased value, together with its successful debut at the shows, Oldsmobile officials state that enthusiasm and confidence in the prospects for the year to come are being felt throughout the organization, an important division of General Motors.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate: 50 cts. for 30 words for one insertion. Bring yours in to 5A, Wyndham Street or Phone 24641.

GRUELLING RUN.

Whippet Battles Snow, Mud and Mist.

Dick King, an early South African settler, won fame by riding the 600 miles from Durban to Grahamstown in nine days to save his companions from death. That was in 1842.

To-day, there is no dangerous wild game left; there are easy means of crossing the river, but the trip is still gruelling if one tries to do it under the conditions met by a party of Durban enthusiasts who set out to emulate Dick King in a Whippet sedan a short time ago.

It was the idea of Mr. Lance Walsh, a member of the Durban firm of H. J. Walsh & Co. (Pty) Ltd., the Natal distributors for Willys-Overland, who, accompanied by two well known Press representatives, left one Friday evening at 7 p.m. and arrived back, after 1,118 miles, at 9.30 on the following Monday night.

The Dardanelles Road out of Durban proved a bad start, since it was covered with deep mud after the heavy rains, but the little Whippet sedan tackled it steadily and easily. At Thornville, going was much better, but the road was missed once, resulting in a forty-mile detour into wild country.

After Untata, a fierce gale made going hard and the party was glad of the cosiness of the car.

After a three-hour stay at Grahamstown the homeward trip began. Local folk advised that chimneys should not be used as the road was hard, but a hair-raising, skidding descent of Batho Hill proved this to be wrong and the job of fixing chains on a freezing night, in pouring rain had to be undertaken on the open road.

Between Grahamstown and Kingwillamstown several derelicts were passed. One had a broken axle and the rest had skidded into ditches. The road, though perfect in dry weather, had become a skating rink. Leaving Kingwillamstown in the early morning of Sunday, the way was missed again, resulting in more extra mileage. Through Komgha to Ziz-Zag it was a matter of slithering, battling and sliding up and down hills. A long struggle through heavy mud brought the gallant little Whippet to Butterworth. To rain was now added the discomfort of another gale.

A Heavy Mist. From Butterworth to Idutywa the road proved a quagmire, but rain and mud seemed to make no difference to the Whippet's steady purr. Mud-deep mud—was the rule all the way to the Bashee River.

Beyond Kokstad, the road looked fairly dry, but a heavy mist, accompanied by rain, enveloped the Whippet on the mountain top. Progress was impossible, and there was nothing for it but to wait. It was an hour and a half before the party, now thoroughly frozen, could carry on.

The rain changed to sleet, and the sleet to snow. Darkness had come, and the lights shone on a white blanket. It was hopeless to drive on, so the party decided to spend the night on the spot. Even with every window closed, the cold made sleep out of the question. The snow fell heavily all night.

In the morning, a strenuous battle through white drifts won the Whippet through to Mount Ayliff, where the party met another carload held up by snow.

The run to Maritzburg was a pleasant contrast. The snow was left behind, the sun shone and roads were dry. Chimps were discarded for the first time since leaving Grahamstown. Maritzburg was reached at 6 p.m. and Durban at 9.50.

The South African Press paid tribute to the wonderful performance of the Whippet in making this gruelling run of 1,118 miles in such good time without the slightest sign of trouble.

CHRYSLER CARS.

World Market Position Strengthened.

Chrysler Motors exports strengthened their hold on world markets in 1930 with 14.28 per cent. of the total automotive export business against 12.01 per cent. in 1929.

This information was contained in a statement issued by W. Ledyard Mitchell, chairman of the board, Chrysler Export Corporation.

That this marked increase in percentage of total automotive export business was made in the face of great difficulties was pointed out in the statement.

"World markets in 1930," said Mr. Mitchell, "showed an appreciable drop from 1929. This is true, not only in the automotive line but in practically every other channel of business."

The position of Chrysler in the export field has always been strong and its increase in a year of depression over what is considered one of the greatest years ever enjoyed by American enterprises, 1929, is therefore all the more significant.

"Our ability to increase our percentage of the total automotive export business reflects great credit on our overseas' dealer organization handling Chrysler, Dodge, De Soto and Plymouth passenger cars and Dodge trucks. In the face of an uncertain world-wide economic condition they intensified their sales efforts and were successful in materially strengthening their position."

"With our increased dealer outlets in 1931 and the remarkable values offered by our various divisions, this year should show an even stronger position for Chrysler exports."

CHEVROLET SERVICE.

Circles the Entire Globe.

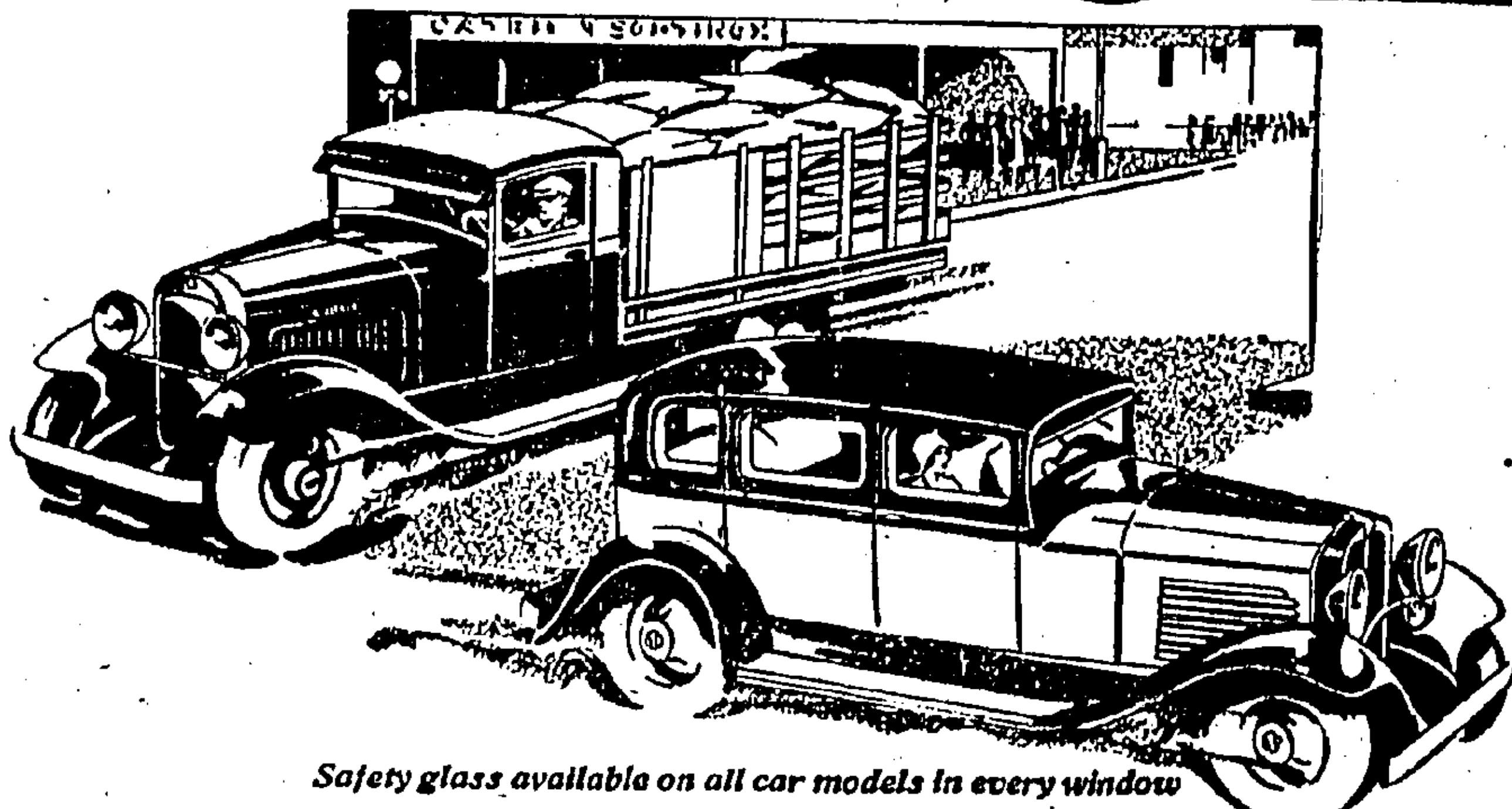
A third of the circumference of the globe separates the world's northernmost and southernmost automobile dealers. Both, coincidentally, are Chevrolet dealers.

Up in the sub-Arctic, 69 parallels of latitude remote from the equator, where the Aurora is so vivid it seems to emit a hissing, saddening sound of loneliness, and the reindeer is still the chief means of transportation, A/S Anco sells Chevrolets, in Horstad, Norway. It is an outpost of civilization. Fewer than six hamlets are nearer than Horstad to the North Pole.

More than 8,500 miles to the south, practically at the tip of South America, V. Camello operates the southernmost automobile dealership, at Porvenir, in what has been called the bleakest spot on the globe, the eternally gale-lashed island of Tierra del Fuego. Porvenir rests on the 57th parallel of latitude less than ten degrees from the Antarctic circle. With a single exception—it is the most southerly town in the world. There is also a Chevrolet dealership across the stormy Straights of Magellan, at Magallanes, formerly Punta Arenas, famed in maritime tales and history and a veritable haven to sailors navigating the nearby seas, the stormiest known anywhere.

Thus, the automobile has circled the earth with a band more than 8,500 miles wide. The automobile in a generation has penetrated and gone beyond the regions of the reindeer in the north and the llama in the south. While not a great many cars are found in these remote sections, nevertheless automobile ownership and operation has reached virtually the top and bottom of the globe.

WORLD'S GREATEST VALUE



Safety glass available on all car models in every window

WILLYS

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Sole Distributors for Hong Kong & S. China:

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Hong Kong Bank Building.

Service Station Garage:

DURO MOTOR CO., LTD.
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WILLYS-OVERLAND FINE MOTOR CARS

FISK

AIR-FLIGHT

PRINCIPLE TYRES

MEANS MORE

mileage

GUARANTEE TO OUTWEAR
ANY TYRE OF EQUAL PRICE
WHEN RUN UNDER THE SAME
CONDITIONS.

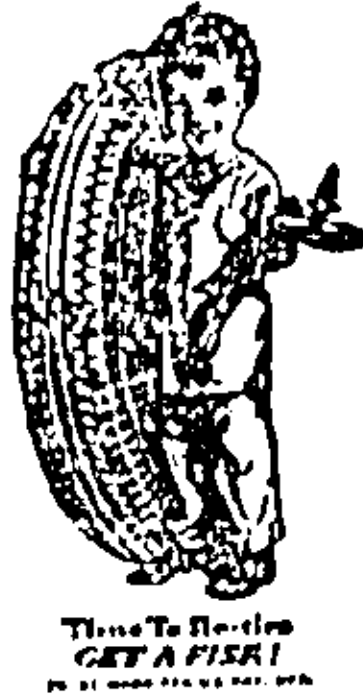
Obtainable at all garages upon request.

Sole Distributors:

GILMAN & CO., LTD.

Telephone 28011.

Hong Kong Bank Building.



BUYERS' GUIDE

MOTOR CARS.

AUCTIONS.—All makes can be seen and purchased at Whitt's Motor Auctions, Cameron Road, Kowloon.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road, Tel. 24769.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road, Tel. 24769.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road, Tel. 24769.

CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25644.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, Tel. 22221.

FORD.—Wallace Harper & Co., Ltd.

GILMAN CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.

HUMBER CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road, Tel. 24769.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, Tel. 30228.

PACKARD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, Tel. 30228.

PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

PONTIAC.—The Oriental Motor Car Co., 303-9, Hennessy Road, Tel. 20406.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road, Tel. 24769.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, Tel. 24769.

SUNBEAM CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.

WILLYS CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.

WILLYS KNIGHT CARS.—Gilman & Co., Ltd., Hong Kong Bank Bldg. Tel. 28011.

MOTOR TRUCKS AND TRACTORS.

AUCTIONS.—Hong Kong Used Cars Co., Cameron Road, Kowloon.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road, Tel. 24769.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, Tel. 22221.

FORD TRUCK.—Wallace Harper & Co., Ltd.

FORLSON TRACTOR.—Wallace Harper & Co., Ltd.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road, Tel. 24769.

SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, Tel. 22221.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, Tel. 24769.

WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Hong Kong Bank Bldg. Tel. 28011.

WILLYS TRUCKS.—Gilman & Co., Ltd., Hong Kong Bank Bldg.

MOTOR CYCLES.

AUCTIONS.—Cameron Road, Kowloon.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road, Tel. 27767.

HARLEY-DAVIDSON.—Gasecon Motor Co., 2, Kwong Wah Road, Kowloon, Tel. 59242 & 57804.

NORTON.—The Sincere Co., Ltd., Des Voeux Road, Co. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road, Tel. 24769.

ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, Tel. 30228.

FISK TYRES.—Gilman & Co., Ltd., Hong Kong Bank Bldg. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22235.

MICHELIN TYRES.—Goeke & Co., China Building, Tel. 22221.

WHITTA'S MOTOR AUCTIONS.—Cameron Road, Kowloon. Next to Peninsula Garage.

WILLARD BATTERIES.—Gilman & Co., Ltd., Hong Kong Bank Bldg. Tel. 28011.

GRUELLING RACE.

Low Priced Six Beats Large Field.

Pitted against a field comprising all the most popular makes of cars, two standard low priced Willys Sixes raced to first and second places in the annual thrilling mountain race from Mexico City to Puebla. The winning Willys Six covered the course of 75.8 miles in 75 minutes, 45 seconds.

The latest performance of power, speed and stamina is a duplication of the Pike's Peak race in which two stock Willys Six roadsters raced to first and second places up the steep mountain side in the 1930 hill climbing classic, and follows closely on the record recently established by a stock Willys Six which clipped 33.3/6 seconds off the former record for climbing the steep Mount Baldy grade in California.

For years the mountain race between Mexico City and Puebla has been accepted as one of the most gruelling tests of a car's power, speed, safety, inbuilt quality and stamina, more than 50 per cent. of the route being a steep climb over the mountain.

Leaving Mexico City the race is rather gradual for about twenty miles and then the climb begins, the ascent being at a grade of about 7.22 per cent. The highest point reached is about 10,486 feet above sea level which means that because of the changing altitude the carburettor must be perfect.

The remarkable mile-a-minute average maintained by the winning Willys Six over the race course is a tribute to its ability to give outstanding performance under the most severe conditions. The matter of safety was another feature of the Willys Six performance. Although there were many sharp curves on the course, the low centre of gravity of the car enabled it to hug the ground and negotiate the turns at high speed and without danger.

The latest Willys Six performance, coupled with the Pike's Peak victory and the record-smashing climb up Mount Baldy, place this popular Willys-Overland product in a conspicuous position in the field of low priced sixes, assuring buyers that they are receiving a car that has definitely proved its power, speed, safety and performance under most trying conditions.

87 H.P.

New Willys-Knight Engine.

The 1931 Willys-Knight engine takes front rank as the most powerful of any type ever developed by the Willys-Overland Company, the world's largest builder of Knight engine cars. Because of the highly satisfactory performance of this engine over a period of more than a year, it is unchanged except for a few improvements making it a smoother and quieter engine. It has an output of 87 horsepower and a top speed of 78 miles an hour.

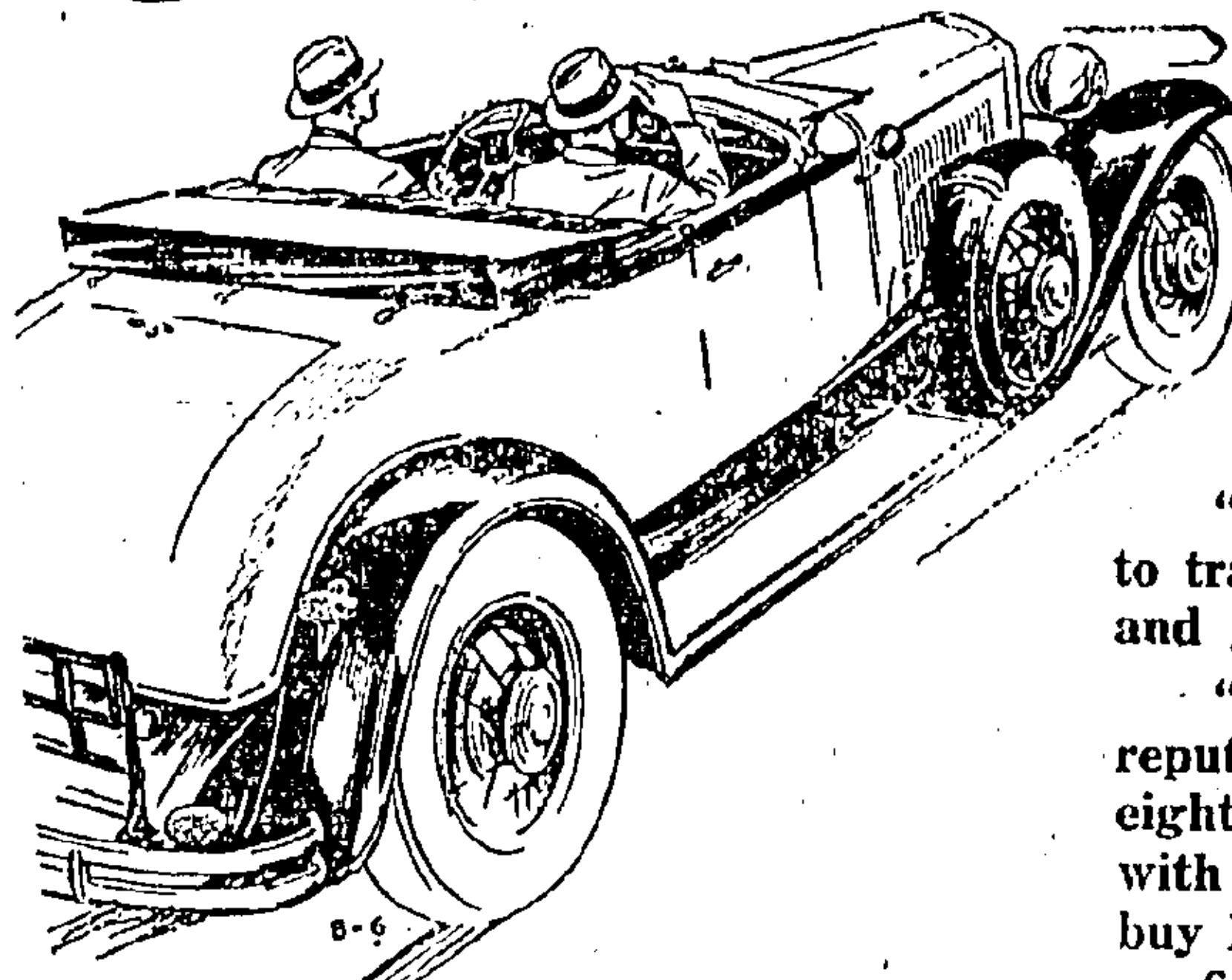
The great resources of Willys-Overland, its complete manufacturing facilities and long experience have been major factors in developing such a highly efficient power plant to sell at the low prices.

The 1931 progress in the Willys-Knight field has not been confined to the power plant, however. Combined with the smartly designed and larger bodies, the company's current offering represents the greatest value ever offered in more than fifteen years' Willys-Knight history. Compared with the corresponding car of last year, the new model is more than one-third lower in price.

No detail has been overlooked to place this Willys-Knight in a conspicuous position, both from a viewpoint of appearance as well as performance and lower price range. The body lines are long, sweeping and graceful presenting an appearance of quality and smartness. The wider tread and the longer wheelbase of 121 inches have given the designers unusual freedom in developing the style appeal of the exterior and the roominess and comfort in the interiors.

The wire, or the natural wood wheels, the long, graceful, narrow radiator, the large hub caps, the all-steel running boards, wider front fenders, port-type hood louvers and garnish mouldings, all contribute to the quality appearance of the car.

Four body models comprise the line, the Standard Sedan and Victoria and the De Luxe Sedan and Victoria. The standard models have natural wood wheels while the De Luxe models are equipped with wire wheels. Like all other cars in the 1931 Willys line, safety glass in windshield and all windows is available at a slight extra cost.



"I never thought it possible for a car to travel so fast, and yet pull up so quickly and gently."

"Well, Sir, Buick had a 25-year reputation to maintain when it built this eight-in-a-line — and had to keep faith with those tens of thousands of people who buy Buicks year after year because of their confidence in Buick's performance."

THE new Buick is characteristically Buick in all those qualities which have contributed so materially to Buick leadership for a quarter of a century.

Buick has won public confidence on the sheer merit of its products year after year. Thousands of motor car buyers buy Buicks without even asking for a demonstration.

The new Buick, in all series, reflects — even more than any previous Buick has — the supreme value for the money that only an organisation like Buick and General Motors could possibly give.

Why not let us demonstrate the new Buick to you to-day?

114" Wheelbase Buick Models ...	H.K.\$6,955 to H.K.\$ 7,525
118" Wheelbase Buick Models ...	H.K.\$8,275 to H.K.\$ 8,775
124" Wheelbase Buick Models ...	H.K.\$9,820 to H.K.\$ 9,980
132" Wheelbase Buick Models ...	H.K.\$9,820 to H.K.\$12,295

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

3,217 MILE DASH.

Harassed by Storms and Bad Roads.

Harassed by storms, bad roads and almost impassable detours, R. C. Merry and E. V. Dynes of Oakville, Ont., recently completed a 3,217 mile dash from Toronto, Ont., Vancouver, B.C., in a standard Ford coupe in 95 1/4 hours elapsed time and 86 1/2 hours actual driving time.

The coupe had 20,290 miles to its credit before the gruelling trans-continental trip was attempted but engineers at the East Windsor, Ont., plant of the Ford Motor Company of Canada, Ltd., who examined the car when Merry and Dynes returned, reported both its chassis and engine in excellent condition in spite of the strains to which they were subjected.

Leaving Toronto at 11 p.m. September 4, Merry, a printing ink salesman, and Dynes, an automobile salesman, accomplished the first leg of their trip, 1,616 miles to Winnipeg, in less than 36 hours, maintaining an average of 40.3 miles an hour in spite of fogs, bad roads and even a cloudburst.

Pushing on, the two men passed Lethbridge, Alta., at 10.05 a.m. September 7, having travelled 2,263 miles. A few miles out of Lethbridge they encountered an exceptionally bad detour. Here a stop to replace two rear tyres was necessary.

Ten miles west of Macleod, Alta., while they were driving 68 miles an hour to regain time lost on a wrong road, a prairie chicken crashed into the windshield. The Triplex shatterproof glass in the windshield saved Merry and Dynes from serious injury.

Reaching Kusanok, B.C., at the foot of the Kootenay Lakes at 7.25 p.m. September 7, 90 minutes were lost waiting for a ferry to Nelson, E. C. Merry whiffed away part of the time amazing and amusing tourists by standing a nickel coin on edge on the radiator cap. The idling motor hummed so smoothly it failed to disturb the coin.

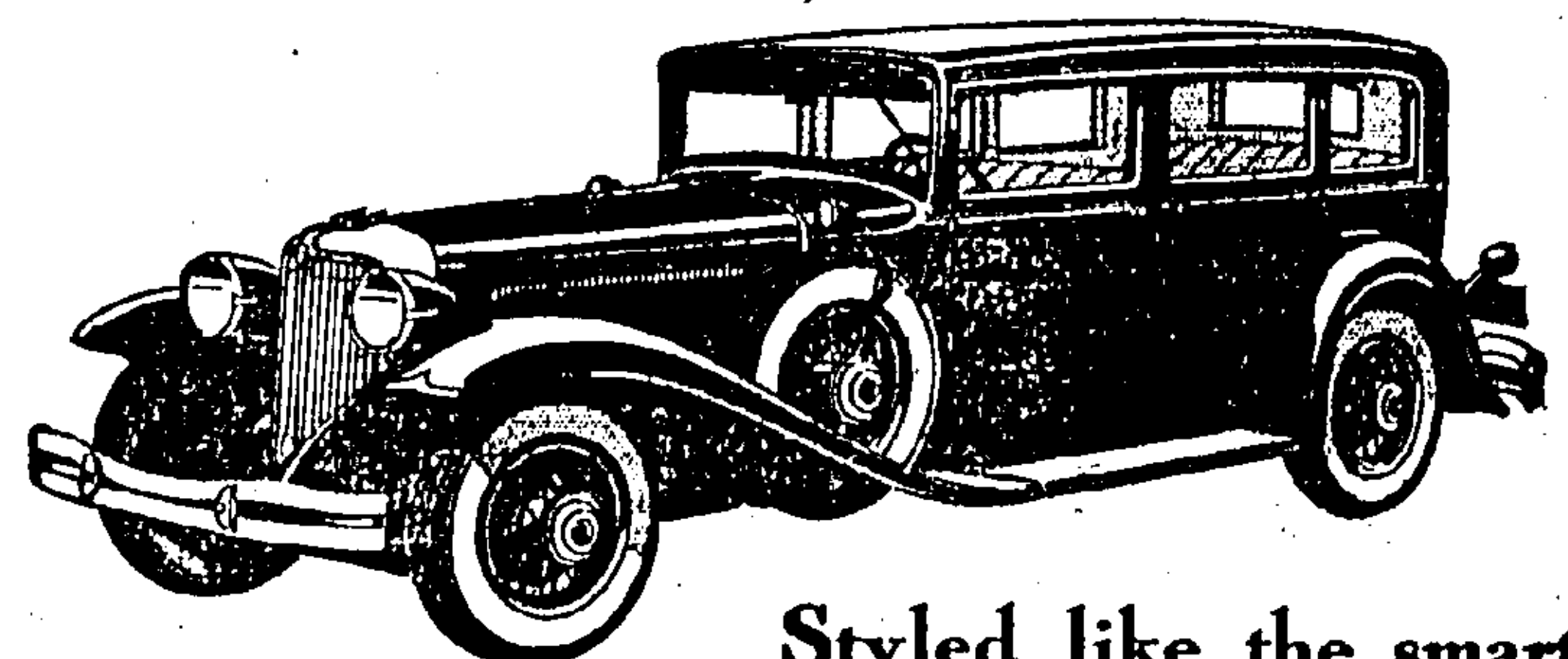
At 10.15 p.m. that night, Merry and Dynes resumed their westward dash at Nelson, arriving in Vancouver at 6.15 p.m. September 8. Returning the two men maintained much the same speed average, covering one lap of 814 miles from Winnipeg to Manitowoc, Wisconsin, in 19 hours.

"Throughout the entire trip, the car performed excellently and no mechanical trouble of any nature was experienced," said Merry. "The return trip was made without any overhaul or repair work, other than the usual greasing and minor adjustments which a car should receive every 1,000 miles."

ARRIVIN G SHORTLY SEE THIS CAR BEFORE YOU BUY



AN ENTIRELY NEW CHRYSLER SIX



Styled like the smart
Chrysler Eights—a Big Car—with Big Power

Chrysler has news for you.

A big new Chrysler Six expressly designed to stand forth as the smartest six-cylinder car ever available at such a low price.

With its 116-inch wheelbase it is an extremely graceful car in size, length, proportions and in all its fine characteristics of design. Like its magnificent companion

cars, the Chrysler Straight Eights, the new Chrysler Six has a double-drop frame permitting a very low center of gravity—which is an essential source of more attractive appearance, better balance, finer riding qualities and greater safety.

Chrysler has made this new Six as outstanding in performance as it is in appearance. Your first ride will quickly confirm this.

THE NATIONAL MOTOR CAR CO.

484 - 486, QUEEN'S ROAD, WEST.

TEL. 25674.

SECRET OF SUCCESS.

(Continued from Page 1.)

Horn in Scotland.
Robert Dollar was born in Falkirk, Scotland, March 20, 1844. Eleven years later he was chore boy in the Canadian woods, then time-keeper. When a mere boy he purchased a Canadian farm on the installment plan. He was then getting but \$20 a month, but he paid for the farm and still owns it. Three years later he went into business for himself, failed, and for three years worked to pay off his debts. After straightening out his accounts, he moved to the Pacific Coast and in 1893, at the age of 50, he established his first saw mill on the Pacific Coast. It was not until 1901 that Robert Dollar bought his first ship and cleared the Golden Gate with a cargo of Dollar lumber. This ship, the "Nevadaboy" was Robert Dollar's first shipping venture.

From 1901 until 1923 Robert Dollar engaged in the shipping business on a small scale. In 1923, at the age of 80, he purchased a fleet of "President" liners from the United States Shipping Board, and shortly after established the now-famous Dollar Line. Every step and every detail was worked out by the 80-year-old former lumber man who was now a shipping executive. His first sailing was on January 5, 1924, when at five o'clock, sharp, the liner President Harrison cleared from San Francisco, and sailed out the Golden Gate. Westward on her first Round-the-World voyage, Robert Dollar was a passenger aboard that ship. On this trip he carried 400 shippers and prospective customers, drumming up business in all parts of the globe, and earning for himself the title of "Trade drummer."

"Trade Drummer."
The following year Captain Dollar again sailed Round-the-World, this time making 480 calls. In all of his travels, five times Round-the-World and thirty-one trips to the Orient, Captain Dollar has been accompanied by Mrs. Dollar, and it is with pride that the famous shipping executive credits no little portion of his success to her.

In addition to the Round-the-World service, which has celebrated its seventh year of smooth running, Captain Dollar has established a trans-Pacific service between New York, San Francisco, and Manila, via Honolulu, Yokohama, Kobe, Shanghai and Hong Kong. The New York-California-Orient service sailings are alternated with those of the Round-the-World fleet, offering the travelling public a weekly sailing from New York to California and the Orient.

The service between Seattle and Manila is maintained by "President" liners, operating on a fortnightly service.

Giant of the Sea.
On December 9, 1930, with a bottle of water from the Seven Seas, Mrs. Herbert R. Hoover, wife of the President of the United States, christened the liner President Hoover at Newport News, Va. As this mighty giant of the sea slid into the James River, the Dollar Steamship Lines launched the largest merchant marine vessel ever built in American yards. This vessel is 635 feet in length, with a beam of 81 feet, and a gross tonnage of 23,000. Every modern convenience known to ships will be included. Swimming pools, elevators, smoking rooms, de luxe galleys, gymnasium, immense garage, and radio compasses are just a few of the many special features of this immense liner.

On February 21, with a bottle of water collected from the Black River, near Plymouth, Vermont, where former-President Calvin Coolidge swam and fished as a youth, Mrs. Calvin C. Coolidge christened the President Coolidge, sister ship to the President Hoover and second of the immense new liners being built for the Dollar Steamship Lines.

The new liners President Hoover and President Coolidge are scheduled in the New York-California-Orient service of the Dollar Steamship Lines and will have the distinction of being the first American-built liners to cross the Pacific Ocean.

"Trade with Orient."
In his work to create an ever-increasing trade between the United States and the Orient, Captain Robert Dollar has been ably assisted by his sons, R. Stanley and J. Harold Dollar, the elder of the two has risen to a high place in the shipping; Mrs. Dollar he is "Father, and to fraternity of the world and is now him she is Mother."

BATHING FACILITIES

K.R.A. Committee in Favour of Pools.

A "MUNICIPAL" MATTER.

At the June meeting of the Kowloon Residents' Association, many items of interest to the Peninsula in general were discussed.

The primary business before the meeting was a report from the special sub-committee appointed last month to investigate the question of bathing facilities in Kowloon, with particular reference to the provision of bathing pools. The Committee reported that the only beaches available for public bathing within reasonable distance of the urban areas were those at Tai Wan and Luchikok, and even if these beaches were equipped with facilities for bathing they would still fall far short of the needs of the Peninsula in this very important public utility. Reference was made to the fact that over 3,000 people had attended the recent opening of a private bathing club situated at North Point, and this evidence of the popularity of sea bathing among the community commented on.

The sub-committee had the benefit of expert technical advice as to the construction of bathing pools, and had formed the opinion that these represent the only method of providing the large population of Kowloon with adequate facilities for sea water bathing. They, therefore, recommended the provision of at least three of these pools, one in the vicinity of Kowloon Point, one on the West and one on the East side of the Peninsula; it was agreed to submit this proposal to Government, pointing out that the provision of public bathing facilities, especially in a community where they can be arranged for so easily and are practically a necessity, was undoubtedly a municipal matter, and that financial stringency should not be allowed to stand in the way.

The opinion was expressed that even if charges for the use of such pools were kept at nominal figures, the scheme would undoubtedly finance itself in time.

President of the Dollar Steamship Lines, and the American Mail Line, and is Vice-President of the Robert Dollar Co., and the Pacific Steamship Co. J. Harold Dollar has devoted most of his years to the Oriental end of the Dollar interests, and a few years ago returned to the head offices of the Dollar Line at San Francisco, where he now makes his headquarters. As Vice-President of the Dollar Steamship Lines and American Mail Line, as well as director of a number of financial institutions, J. Harold Dollar finds life very busy. The third son, A. Melville Dollar, owns and operates his own steamship line in British Columbia.

On Sundays and holidays the sons and their families gather at the beautiful home of Captain and Mrs. Robert Dollar, in San Rafael where the "Grand Old Man of the Pacific" and his bride of 57 years have lived since their migration to the Pacific Coast. The story of their life romance is a beautiful one.

Early Romance.

Robert Dollar was a young man working from dawn till dusk in a lumber camp in the Canadian woods, when he met Miss Margaret Prowdfoot, the girl who was to become his future wife. Shortly after they met he entered into business for himself and failed, going heavily into debt. It was in 1875, while still deeply in debt, that Robert Dollar took Miss Margaret Prowdfoot for his bride. Although filled with many hardships their life has been one continual honeymoon and whenever the "Grand Old Couple" start on another of their periodical inspection tours of the Orient, the San Francisco papers say that Captain and Mrs. Robert Dollar are starting on "another honeymoon." To his countless friends the world-over he is Captain Dollar, but to rise to a high place in the shipping; Mrs. Dollar he is "Father, and to fraternity of the world and is now him she is Mother."

BRITISH PICTURES.

"Splinters" & "Rookery Nook" Coming Shortly.

TWO MASTERPIECES.

Patrons of the cinemas will be delighted to hear that two eminent British pictures are shortly coming to the King's Theatre, namely, "Splinters" and "Rookery Nook."

"Splinters" has been reproduced by the British and Dominions Film Corporation, Limited, and the Gaumont British Picture Corporation, Limited. The cast comprises Nelson Keys, George Baker, Sydney Getham, Sydney Howard, Lew Lake, Walter Glynn, and Hal Jones and Reg Stone in their original roles. The story is based upon actual happenings in the war. Some of the items from the original show in France have been included and will doubtless be remembered by the many thousands of soldiers who knew the old "Bra Sat Theatre" in France.

"Rookery Nook," of course, is the celebrated Aldwych farce which had 409 performances in London. Its presentation on the screen is one of the most successful things yet done by producers of British pictures.

"TOM SAWYER."

Eight Prizes in Essay Competition.

DISTRIBUTION ON TUESDAY.

It is announced by the management of the King's Theatre that eight awards have been made in regard to the recent competition on the subject of "Tom Sawyer" as a picture. The contest attracted fifty entries and the judges pronounced that there was very little plagiarism and scant evidence of copying by one essayist from another. On the whole, the English, grammar, and punctuation were very good, but under the heading of "neatness" some competitors lost valuable marks.

The essays were submitted to the judges without any names or addresses, thus ensuring that the ultimate awards were made solely on the score of merit.

The first prize is a gold medal, the second a fountain pen, and the third a book. The other five prizes take the form of free tickets to the King's Theatre.

The presentation of the prizes will be made on Tuesday just before the commencement of the 5.10 performance.

RESCUE WORK.

Shipowner's Tribute To Pilot Apprentices.

Two young apprentices of the Humber Pilotage Service, J. O. Stephenson and C. Storker, and Captain J. Spence, master of the pilot-cutter J. H. Fisher, were given silver cigarette cases for rescuing seventeen men from the steamer Tern on the night of March 7 when the vessel was at the point of sinking at the mouth of the Humber estuary, after being in collision with another steamer. The Tern sank almost immediately after the two apprentices had made their third journey in a motor lifeboat and succeeded in rescuing the full crew.

In making the presentation, Mr. W. J. McAlister, chairman of the General Steam Navigation Company, Ltd., owners of the Tern, recalled how, after the accident to the Tern and in response to its crew's signals of distress, the Humber pilot-cutter J. H. Fisher had gone to their assistance. By the time the cutter got near, he said, the Tern was almost submerged, heavy seas continually breaking over her. In spite of the wild weather prevailing, the two young apprentices pluckily put off with Captain Spence in J. H. Fisher's motor lifeboat, and managed to get alongside the steamer, taking off eight of the crew, whom they brought to the pilot-cutter. Another six men were taken off; and yet again they risked the dangers and brought the remaining three officers, including the master, to safety.

POLAR TRIP FARCE.

Nautilus Causes Further Trouble.

ENGINES BREAK DOWN.

Washington, Yesterday. The battleship Wyoming dispatched a wireless message to the Navy Department last night stating that the submarine Nautilus had halted since noon in latitude 49/35, longitude 14/49, owing to trouble to the fuel oil and air compressors. The starboard engine and port motor and periscope were damaged irreparably and the bow towing ring had gone. The crew were working to start the port engine, but the sea was rough. —Reuter's American Service.

Epic Battle.
Washington, Friday. An epic battle against the elements is proceeding in the



Sir H. Wilkins.

Atlantic, four hundred miles from Queenstown, whither the American warship Wyoming is steaming slowly, directing to the rear at night time her powerful searchlights, her radio buzzing incessantly, in order to maintain sight of a small speck, rolling heavily in the mountainous seas behind.

This "speck" is the submarine Nautilus, blinded by her bridge, periscope and running lights being washed away, but determined, by hook or by crook, to cross the Atlantic on her own resources. —Reuter's American Service.

CHIANG KAI-SHEK TO STRIKE FIRST BLOW.

(Continued from Page 1.)

Haung-huei, who accepted the reply but did not drop their anti-Chiang attitude. This is an indication that Chiang's "silver bullets" have lost their efficacy of yore.

Troops Movements.
The Government troops, including the 10th Division, the 28th and 30th Brigades, which arrived here yesterday, are now being entrained for Nanchang, capital of Kiangsi Province. Units of the Sixth Division, which have been ordered to be concentrated in Kiangsi, are also arriving here one after another. The National Government has a plan to further strengthen the expeditionary forces in Kiangsi by mobilising the Ninth, the 60th, the 69th and 23rd Divisions in Kiangsi Province.

In case these armies are all concentrated in this province, there will be 25 divisions and four independent brigades in all, which are to be engaged for the suppression of communism and banditry in Kiangsi.

Advance Into Fukien.
According to the latest messages from Fukien, the Reds continue to make rapid progress down the Min River and in view of the situation the U.S. destroyers Pillabury has been ordered to Fuchow.

Kwangtung troops are also said to be preparing to invade Fukien from the south.

The 54th and 63rd Cantonese divisions are reported in Canton to be moved to Kanchow in South Kiangsi to establish contact with the other Cantonese forces.

Cantonese aeroplanes, which recently left Swatow, are reported to have gone to Amoy to reconnoitre.

JUNK SINKS.

Bottom Falls Out Under Weight of Cargo.

TOO HEAVILY LADEN?

A report of the sinking of a trading junk in Chinese waters has been made at the Harbour Office. According to Chui Chi-shing, coxswain of the steam launch Tai Yick Yee, at about noon on Friday his launch was hired at Tai Shan, in Chinese territory, to tow the Hop Shun trading junk (T1089H) back to Hong Kong.

The junk was heavily laden with cargo. When off Tung Ku Island, in British waters, at about 2.35 p.m., the bottom of the junk fell out under the strain of the weight of the cargo. Water rushed into the hold, and with a heavy swell and strong south west wind it was a matter of minutes before the junk would sink.

Fearing that the junk would sink in deep water and thus make salvage difficult, the master of the junk directed Chui to beach her. He managed to get the junk to shallow water, just off the beach at Tung Ku Island, before she settled down to the bottom. All the crew were taken on the launch, which made its way here.

Later the mishap was reported to the No. 2 Police launch which was patrolling the vicinity.

The statement made by Lo Fook, manager of the Hop Shun trading junk was corroborative. He had on board his junk 3,400 piculs of cargo, comprising bamboo, pine, paper and general merchandise. He asked the coxswain of the launch to beach the junk in order to save her cargo. She eventually went down in seven feet of water.

The cargo on the junk, is worth \$40,000, and it is calculated that the cost of repairing the junk would amount to \$4,000.

ed to have gone to Amoy to reconnoitre.

Considerable supplies of arms and munitions are said to be reaching the Southern rebels through Annam.

Refusal to Canton.

Nanking, June 12. General Chen Ming-chu, at the head of the Chiang and Tsai divisions, the best fighting units of the national army, has replied to the telegram of June 8 from the opposition leaders at Canton, refusing to associate himself with the movement to compel the resignation of President Chiang Kai-shek, according to a telegram received this afternoon from Kanchow, his headquarters.

Following the despatch of his reply to Canton, General Chen assumed the office of Field Commander of the Right Wing Forces for the Suppression of the Communists. He intends to stay in Kanchow pending the arrival of Commander-in-Chief Chiang Kai-shek.

General Chen's reply to the opposition leaders, which has attracted much attention, reviewed the events prior to the development of the Canton situation. He thought that the civil strife after the resignation of Mr. Hu Han-min from the presidency of the Legislative Yuan could be avoided, and so he made an extensive inspection tour in various districts. During the trip he learned of the plot of General Chen Chi-tung to start a disturbance, and was finally compelled to leave Kwangtung.

"Only Too Plain."
In regard to the demand of the opposition leaders for the resignation of President Chiang Kai-shek, General Chen said in reply that it was too plain that they would not be able to keep peace and preserve order and evolve a truly democratic form of government based upon the party principles should their wish be gratified. He added that even a child of three years old knows that after the resignation of President Chiang the opposition leaders would not be able to put down the Communist uprisings.

In the concluding portion of the significant telegram General Chen pledged to do everything within his power to exterminate the Communist menace even to the extent of sacrificing his life in the performance of this patriotic duty. He said that after two years' provincial administration he has suffered enough and now prefers not to witness any more of the intrigues played within the rank and file of the Kuomintang.

POSEIDON FUND.

Local Subscriptions Now \$32,445.34.

SOME GENEROUS DONATIONS.

Hong Kong Jockey Club	\$ 2,000.
Union Insurance Society, of Canton, Ltd.	1,000.
Hong Kong Electric Co., Ltd.	600.
Gibb, Livingston & Co., Ltd.	250.
British American Tobacco Co., Ltd.	250.
British Members—Swatow Club	231.30
Staff—Dairy Farm Ice & Cold Storage Co., Ltd.	163.60
N.C.O.'s and Men, "B" Co.	142.
1st S.W. Borderers	101.25
"Free Golf"	100.
Pentreath & Co.	100.
St. John Walsh	100.
Imperial Chemical Industries, Ltd.	100.
N.C.O.'s and Men, "C" Co.	80.
1st S.W. Borderers	50.
F. Stafford Smith	50.
Holland China Trading Co., Ltd.	50.
St. George's Society—Canton Nippon Yuen Kasha	50.
B.V.I.H.	25.
Messageries Maritimes Co.	50.
Mr. and Mrs. H. T. Creasy	50.
H. Lowe	25.
Mr. and Mrs. J. Ring	25.
A. Drouth	25.
E.H.M.T.	20.
Sports Club	25.
S. A. Sleep	25.
E. J. R. Mitchell	25.
Mona	10.
K.A.	10.
Dr. E. P. Minnett	10.
A. Kennan	10.
Gadjako	10.
"S. Sam"	10.
A. G. Saffad	5.
Lo Min-nung	5.
D. H. Maxwell	5.
F. E. Sequeira	5.
Lo Chi	5.
E.J.	5.
H. S. Wong	2.
F. N. Wilson	2.
Y. P. Wong	1.
E. A. Ribeiro	1.
L. Rocha	1.
W. S. Choi	1.
Lo Tze-ngai	1.
Taang Taang-man	1.
Previously acknowledged	\$ 5,603.14
	20,842.20
	\$32,445.34

FEELING THE PINCH

German Lines Postpone Construction.

1,000 MEN AFFECTED.

Berlin, Yesterday. Owing to the general economic depression the North German Lloyd and the Hamburg American shipping lines announce that they have postponed the construction of two 20,000-ton vessels. One thousand men have been dismissed from the shipyards. —Reuter.

[A Berlin cable of June 5 stated:—President Hindenburg has signed the "emergency decree" for raising the necessary revenue to bring at least temporary relief to Germany's desperate financial position. The decree, the text of which will be published to-morrow, will come into force on July 1. The present Budget deficit is roughly \$60,000,000, to which must be added a further \$40,000,000 deficit from the budgets of federal states and cities. Details of the "emergency decree" are being kept very secret.]

NOISY SHUNTING.

K.R.A. Secretary Chats with Manager.

SCREECHING WHISTLE.

Complaints received regarding noises from the Railway were dealt with at the last meeting of the K.R.A. Committee. The Hon. Secretary reported that he had interviewed the Manager of the Railway, who had furnished him with details as to noises inseparable from shunting operations, etc., and regulations enforced by the Railway Authorities in regard to excessive whistling.

While emphasising the fact that a certain amount of noise must be expected by people resident in the immediate vicinity of a railway, Mr. Walker stated that the Railway Authorities were not unmindful of the comfort of residents and were endeavouring to reduce such noise to a minimum.

A further complaint with regard to shrill whistling from a small shunting locomotive, received subsequent to this interview, was discussed, and as this appeared to be the source of most of the complaints it was agreed to suggest that a lower toned whistle might be fitted or the tone of the existing whistle altered at small expense.

AID FROM U.S.A.

(Continued from Page 1.)

Mr. Mellon's arrival in England is generally regarded as distinctly opportune, but a British Official statement reproduced yesterday's message and made it definitely clear that no invitation to discuss War Debts or indeed any subject was made to him by the British Government, nor had any communication to such effect been made by the British Government to Washington Administration. Meanwhile, the prompt and timely action of the Bank of England in coming to the rescue in the acute financial situation in Vienna—where incidentally Herr Seipel has now succeeded in forming an administration—has provoked appreciative comments in America, as elsewhere.—British Wireless Service.

Earlier News.

The imminence of important developments in the American and European financial situation is believed to be indicated by the parties "in respect of certain conferences between Mr. Mellon and Mr. Ramsey MacDonald in London.

President Hoover returned from his tour in the middle west on June 19 and conferred at length with Mr. H. L. Stimson, and today conferred with leading Senators and others. Mr. Smoot, Chairman of the Senate Finance Committee, has been summoned to Washington.

[Mr. Andrew Mellon is the Secretary to the United States Treasury and went to Britain ostensibly to visit his son, who is up at Cambridge.]

Economic Recovery.

President Hoover in a statement declared that "he conferred with the leaders of both political parties in respect of certain steps we might take to assist the economic recovery here and abroad." The conversations were particularly directed to the threatening situation in Germany. No definite plan or conclusion has yet been reached, but the response of Party leaders is most gratifying.

President Hoover added that he had conferred with the leaders of both parties "with a view to strengthening Germany." —Reuter's American Service.

Things That Matter.

To-day's Diary.

Third Sunday after Trinity.

Entertainments.

Queen's Theatre—"Reducing."
King's Theatre—"The Royal Family of Broadway."
Central Theatre—"Fighting Caravans."
Majestic Theatre—"Big Trail."
Star Theatre—"Cameo Kirby."
World Theatre—"Arizona Kid."

Miscellaneous.

Ten Dance at Repulse Bay Hotel, 4.30 p.m.
Sunrise—5.39 a.m.; Sunset—7.10 p.m.

Tides—High at 2.30 and 12.31; Low at 8.22 and 20.21.

Home Mails.

To-morrow—Outward via Canada and San Francisco (President Johnson).

The Weather.

The following weather report was received from the Royal Observatory, Kowloon, last night:—

The anticyclone to the East of Japan has weakened. The Northern depression is moving Eastwards and is now central to the North of Ushima.

The depression to the Northwest of Hanoi has deepened slightly.

Local forecast:—South-west winds; moderate; cloudy; showery.

The Dollar.
Yesterday's closing rate of the dollar on demand was 11 1/2d.

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